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TIME-TABLE.

WEEK DAYS

STATIONS	A.M.	P.M.	A.M.	P.M.
Kowloon...Dep.	4.40	9.15	10.30	11.40
Yau Ma Tei...Dep.	4.50	9.25	10.40	11.50
Shatin...Dep.	5.00	9.35	10.50	12.00
Tai Po...Dep.	5.10	9.45	11.00	12.10
Tai Po Market...Dep.	5.20	9.55	11.10	12.20
Fanning...Dep.	5.30	10.05	11.20	12.30
Shenzhen...Dep.	5.40	10.15	11.30	12.40
Shenzhen...Arr.	7.40	10.15	11.30	12.40

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STATIONS	A.M.	P.M.	A.M.	P.M.
Fanning...Dep.	7.45	11.30	12.20	6.25
Shatanok...Arr.	8.40	12.35	1.15	7.20

STATIONS	A.M.	P.M.	A.M.	P.M.
Shatanok...Dep.	6.30	10.15	1.05	5.00
Fanning...Arr.	7.25	11.10	2.00	5.55

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A TRIP ROUND LANTAU.

OBSERVATIONS AND REFLECTIONS DURING THE JOURNEY.

THE UNHAPPY FATE OF THE GIANT.

UP-TO-DATE CHEUNG CHAU.

Launch picnics are quite common, they are the accepted mode of spending an afternoon at the usual resorts round Hongkong. Big Wai Bay, Repulse Bay, Junk Bay, each place attracts the bathing parties throughout the summer months. Few, however, think of taking a launch to explore the islands, within the vicinity. Few, in fact, know much of British territory here, except that select band which possesses yachts, and even then the radius of action is restricted because time is an important factor in the business world and comparatively few can afford the leisure required to visit the many places of interest.

Yet it is well worth while, restraining one's ardour for a bathe, to divert the launch round Lantau, say, and make a closer acquaintance with the villages and the islands on the route.

We had not warned the Admiralty that we were going that way on a recent occasion, yet they seemed to know for a hydroplane very gracefully escorted us for a few seconds, coming within range of about one hundred feet and giving us some idea by the terrific whiff of the engine, and the rush through the air, of the enormous power that must be developed to propel these things. But it very soon became a faint black object in the distance and was probably saluting Macao, before we recovered from our surprise. It symbolised the onward rush of the modern age, the last triumph over nature, the air, in contrast with the first—the junk and sampans which were all around; proud that they were harnessing the wind to serve their ends, and not by any means independent of it.

GARBAGE IN THE WATER.

Here, too, boats of a different type from those usually found in Hongkong were to be seen, some suggesting by the long narrow shape the catamaran of Colombo, others, the gondola, by their flat 'v'ing gracefully drawn over the top as a protection against the sun. We also met the garbage returning to Hongkong, which had been deposited further out, instead of being burnt in Hongkong as it should be.

This question of the cleanliness of sea water is not without importance to those who bathe. Many would rather go without a bathe at all than bathe in the harbour. Even Repulse Bay can be thoroughly repulsive at times. It is often yellowish and muddy. While scullions and straws indicate something more than which way the tide is flowing. A serve at each of the mouths of the West River might help, but an incinerator in Hongkong would do a great deal more. But to return to the launch which we left skirting Lantau. Here, were one or two villages huddled among trees—quite picturesquely situated, very attractive in colouring and setting, with always a junk or two to add to the quaintness and charm of it all.

THE GIANT OF LANTAU.

Up an inlet, snugly tucked away, lies Tai Ho, over which towers the peaks of Lantau. Perched at the entrance are the guarantors of peace and security.

CHARLES II. AT THE TOWER.

SURPRISE FOR AMERICAN VISITORS.

Instead of the picturesque "Beefeaters" whom they had expected to see, American visitors to the Tower on a recent morning were suddenly confronted with a tableau vivant of a scene from the Stuart period. With the old walls of the Tower forming a fitting background they beheld Charles II. mounted on a grey charger at the head of a company of his pikemen and musketeers. It

—the police launch and the police station, the latter not so long ago a scene of tragedy and bloodshed. Further along the coast is a peculiarly shaped rock, rather like the figure of a man leaning with his back against the shore, and with his legs stretching into the water. This is the giant of Lantau. The natives assert he was once alive, and invaded the island opposite, where his forceful moving had disastrous consequences for the maidens of that isle. He was therefore seized, and mutilated, and probably became petrified with shame, for there he now stands supporting as it were his native shore.

A MISSIONARY SETTLEMENT.

Round the Eastern extremity of the island with the aid of glasses, one sees about a dozen square black patches in the ridge of the peak of Lantau over two thousand feet up. These are the pioneer settlement of the Missionaries who now find Cheung Chau too fashionable, too expensive and too luxurious for their small purses and simple tastes. Driven from the Lantau mountains by force of circumstances, having tried Tai Mo Shan and found it wanting, they have built their eyries up in the sky line of Lantau. Let us hope they will not be disturbed by the photographers from Hongkong who spoil the market by their extravagant ideas of wages and the cost of things for though the missionary is incurably happy and optimistic—even about the boycott—he has no money to waste.

UP-TO-DATE CHEUNG CHAU.

To leave the edge of Lantau and come to Cheung Chau is to pass into another world. Here we have electric light, a wireless station, and a modern school, and up-to-date houses. Nothing is lacking to make the island a pleasant and handy resort for Hongkong people. There are beautiful bathing beaches, which are not always littered with debris; in fact, the south side is generally very clean and pleasant. And the launch service is admirable. Of course, in times of typhoon it is not possible to get across to business, but that might be counted an added attraction. If the flies and the mosquitoes could be eliminated Cheung Chau would soon have a boom in land values, for it provides such exquisite views and such delightfully fresh breezes. Living in Cheung Chau is rather like living on the bridge of a ship without the discomfort of restricted space, or of the unpleasant feelings which are often engendered by the motion of the ship on the water. The place has great possibilities.

The journey back from Cheung Chau, in the wake of more debris, reveals the distinctive greenness of Green Island and the enormous development that has taken and is taking place on the Pokfulam side of the island, judging by the unpleasant scars on the hill side and the numerous houses that now stud this area. The boycott may retard this development but it will not unseat it altogether, and so we get back into the Harbour—the source of the Colony's wealth, and the fundamental cause of its existence.

CHRISTIANITY FOR TO-DAY.

MR. LLOYD GEORGE'S SERMON.

DOCTRINES OF EQUALITY.

Equality, the right of the individual, the brotherhood of man—these never were such subversive revolutionary doctrines as those three doctrines of Christianity preached in the world, declared the Right Hon. David Lloyd George, M.P., at the Bower service of East Castle-street Welsh Baptist Chapel, which he attended recently, as he has done regularly for more years, he said, than he cared to recount. Before his address Mr. Lewis Davies had spoken on "Christ and To-day."

They had been given an interesting subject, said Mr. Lloyd George—the effect of Christ's teaching upon the outlook of to-day. He remembered how in his young days a popular pamphlet by Mr. W. T. Stead, "If Christ Visited Chicago," created a great sensation. He was not sure that Christ would be so acceptable if He visited this country at the present moment. "If He had been here during the late strike," said Mr. Lloyd George, "I am perfectly certain that all His utterances would have been excluded from the columns of the *British Gazette*. (Laughter.) The editorial blue pencil of Mr. Winston Churchill would certainly have cut right through the Sermon on the Mount. I rather think that the Home Secretary would have had Him watched as a dangerous character preaching doctrines and principles which were subversive of our institutions. And you would probably find that the next edition of the Gospels published in the twenty-first century would have been compiled, not from the recollection of His disciples, but from the notes taken by the police who attended His addresses. (Laughter.) I am equally certain that He, probably for the approval of the Archbishop of Canterbury's appeal for conciliation instead of force, would have been excluded from the Liberal Shadow Cabinet. (Laughter.) So that I am not sure that He would have been altogether acceptable under present conditions. His doctrines were revolutionary. His doctrines were essentially subversive."

The doctrines of equality, said Mr. Lloyd George, the right of the individual, the brotherhood of man were preached in a world where the rights of man were unknown, and thousands and hundreds of thousands and millions were just as much property as cattle. Equality did not mean that all should be exactly the same. It would be a very dull world if all were the same. But everybody who came to this world ought to have a fair chance, and that was the doctrine of equality. The old doctrine by which one section of society had all the good things, and the privileges, the pomp and the power, the glory and the joy of life, and another nothing but the drudgery and the drabness and the misery of life, that was the doctrine which the Christian religion destroyed.

It was right to say in a Protestant church that the Catholic Church in the Middle Ages and the Dark Ages, stood up for this principle of equality, and emancipated the whole of the serfs in this country. We had slavery here, and it was entirely through the action of the great leaders of Catholicism, under the influence of that Church, that the emancipation came. But that was the doctrine of Christ working in that time through that great Church. Then there was the doctrine of the brotherhood of man, the most subversive and revolutionary doctrine ever preached on this earth. This doctrine of this Great Revolutionary, of applied, would simply cleanse the land of the stain of the slums.

WOMAN OF 100 AND MODERN GIRLS.

"SHORT SKIRTS AND BOBBED HAIR DISGRACEFUL."

"Granny" Geering, of Stanmer Park, near Brighton, who was 100 recently, held an "At-home" to celebrate the occasion. She was born at Bottingdean, and has lived in Sussex all her life.

Mrs. Geering has been a widow 41 years, and now resides in one of the almshouses on the Earl of Chichester's estate.

"I cannot understand the girls of to-day. They don't seem happy unless they are going to dances and such things," said Mrs. Geering in an interview. "Times have changed. Those short skirts and bobbed hair are disgraceful. I hate to see girls smoking. In my young days we did not want face powders and lip-sticks; we had good complexions and did not spoil them."

Mrs. Geering received many presents, including some home-cured bacon, which she pronounced delicious.

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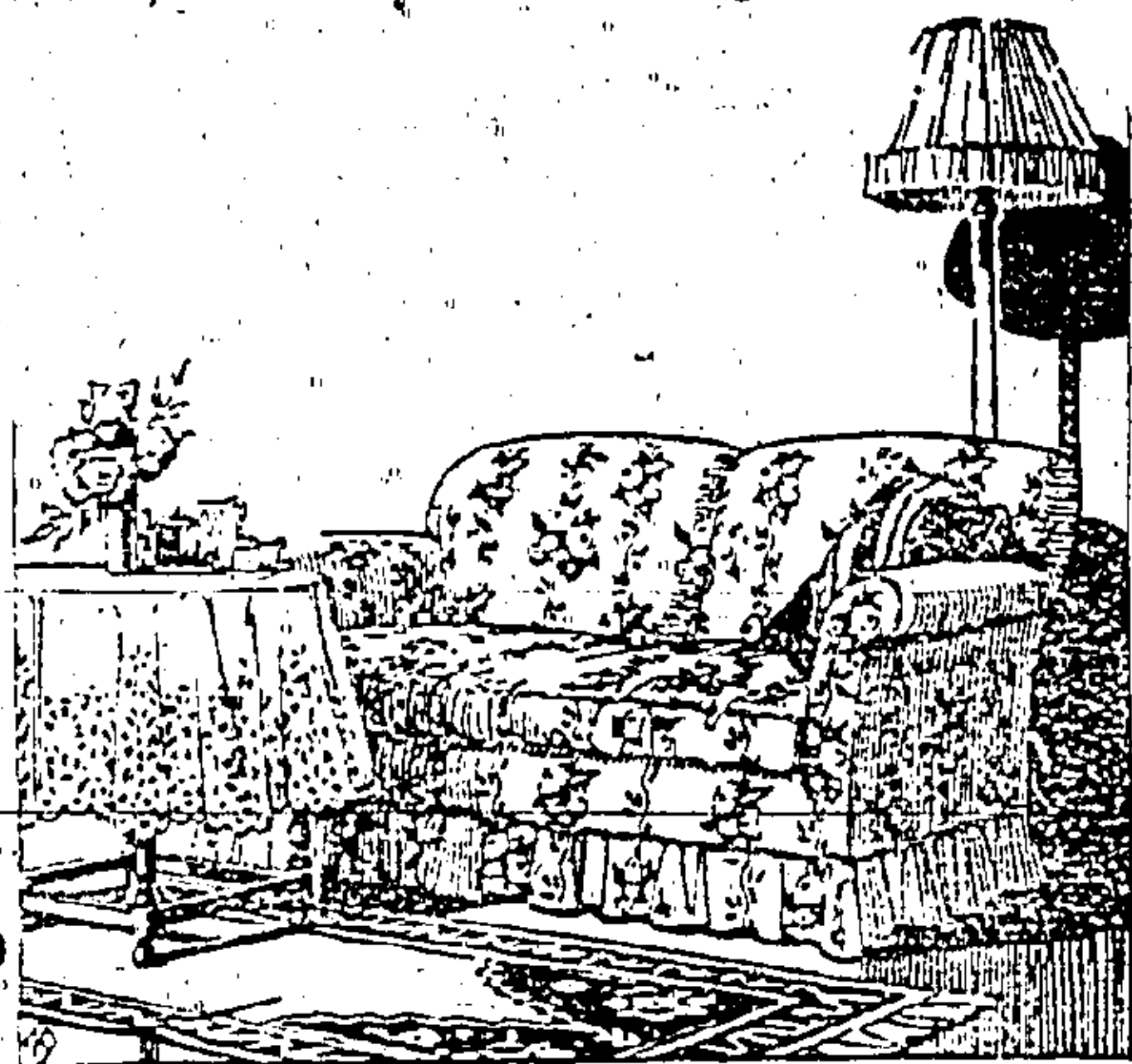
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BRITAIN'S NEW PENSIONS SCHEME.

THREE "JOY DAYS."

INSURANCE-ACHIEVEMENT.

When the Act which established the system of widows' orphans' and old-age contributory pensions was being discussed in the House of Commons last year, the spokesman of the Government declared that the inauguration of it would be marked by three separate "joy days." The first would be on January 4th of this year, when the first widows' and orphans' pensions would be paid out; the second would be when the old-age pensions of 10s. a week would be paid to insured persons at the age of 70 without reference to their other means; and the third would be on January 2nd, 1928, when the pension would be payable at the age of 65.

The working of the new pensions scheme has been so smooth since it came into operation at the beginning of this year that the public have almost forgotten the dire prophecies of disaster that were made by some of the critics when the Bill was being considered by the House of Commons.

A fair criterion of the success of a State scheme is the number of questions concerning it which appear on the Order Paper of the House of Commons, where a member is always ready to ventilate the grievances of a constituent. There have been so few questions concerning the contributory pensions scheme that one cannot doubt that it is working smoothly and justly for those who are entitled to benefit by it.

THE FIRST STAGE.

The first stage of the scheme benefited two classes of widows: those with children whose husbands were in insured occupations and had died before the Act came into operation, and those, whether with children or without, whose husbands have died since the beginning of the year. Up to date the total number of pensions awarded in England, Scotland, and Wales is 168,000, covering, including the children, 420,000 persons. Though the scheme has now been in operation for six months, there are still many widows whose husbands died before this year who have not availed themselves of the pension which they have a right to claim. Applications from this class of widow are still being received at the rate of about 200 a week, and there is no sign of the stream abating. Those who put in their claims within two months of the start of the scheme were entitled to draw pensions as from the beginning of the year. Those who claim now, and whose claims are upheld, are only entitled to receive the pension as from the date of the claim.

In normal circumstances it is estimated that a claim can be finally dealt with within a month of its receipt, but the widows whose husbands died before the scheme started present special difficulties. The necessary qualification is that the man must have been in insurable employment at the time of his death, and this obviously calls for a good deal of inquiry in some cases. But the policy has been, throughout, to give the widow the benefit of the doubt, and how far this has been stretched may be gathered from the fact that in one instance the pension was granted to a widow whose husband died in 1919 but who, owing to illness, had done no work since 1902. But his last work was in an insurable occupation, and it was held that this was still his occupation at the time of his death, though ill-health had prevented him from following it for so long. The task of the outdoor staff of the Ministry of Health, in fact, has been to help the widows to substantiate their claims, and in many cases they have been able to obtain the additional information without which a claim would have broken down.

It was claimed that one result of the scheme would be a considerable reduction of the burden which is placed upon the local authorities. The general feeling was that when the complete scheme was in operation there would be a saving to the local rates of about three millions a year. This now appears to have been an under-estimate. The Ministry of Health has received returns from the local authorities showing that, as a result of the widows' and orphans' pensions, there has been a saving on the poor rate of £2,000,000 a year. There will be a further appreciable saving with the new section of the scheme which begins to-day, and a very large saving in 1928, when more than half a million people between the ages of 65 and 70 will become eligible for the old-age pension.

2,000 CLAIMS A DAY.

When the scheme was launched it was estimated that the number of persons who would become entitled to the old-age pension to-day would be 87,000. The only qualifications required are that the insured person is 70 years of age, was insured when the Bill was introduced at the end of April of last year, and has had two years' residence in Great Britain immediately before the date on which he becomes entitled to a pension. How many claims will actually be made it is difficult to say. Notices have been displayed in the post offices and elsewhere for the past three months urging that early application should be made, but for a time the response was slow. Now, however, the flow of applications has increased considerably, and of late they have been coming in at the rate of 2,000 a day.

(Continued on next column.)

REAL DRURY LANE TRAGEDY.

FRENCH ACTRESS'S SUICIDE IN
THE THEATRE.

WHILE PLAY PROCEEDED.

Mlle. Regine Flory, the talented French actress, shot herself while in an office at the Drury Lane Theatre, London.

Behind this tragedy in the famous theatre lies the story of a temperamental woman who was overwhelmed by a sudden disappointment.

Mlle. Flory, who was 31, flew from Paris to London on the day preceding the tragedy, with the intention of seeking an engagement at a West End theatre.

She took a suite of rooms at the Savoy Hotel, Strand, where she usually stayed when on visits to London. On the evening following her arrival in London, she called at Drury Lane Theatre during the performance of "Rose Marie" and asked to see Sir Alfred Butt.

After waiting a few minutes in the foyer she was told that Sir Alfred would see her in his office on the first floor. She was conducted to the room, and, taking a seat, entered into conversation with Sir Alfred, under whose direction she had previously appeared in London, regarding a possible engagement.

It is understood that the interview was disappointing to her and that she became agitated. Sir Alfred tried to calm her, when to his horror she produced a small revolver from her hand-bag and, still seated, shot herself through the chest.

Mortally injured, she collapsed where she sat mumbling a few words. Sir Alfred Butts at once summoned a doctor. In a few minutes a motor-ambulance was on the way with the woman to Charing Cross Hospital, where she died shortly afterwards.

Meanwhile Sir Alfred Butts' staff had informed the police. Several detectives visited the theatre and took a statement from Sir Alfred regarding the tragedy, which had greatly distressed him.

AUDIENCE IN IGNORANCE.

While this drama of real life was taking place a great audience only a few yards off in the theatre was watching the play.

None of them knew what had happened, and an hour or so later they poured out of the theatre chatting and laughing past the room where the actress had played the last scene of her life.

All save a few of the actors, actresses and staff of the theatre were also ignorant of the affair.

A few of them knew that somebody lying on a stretcher had been carried out of the main doors of the theatre during the evening and thought that a member of the audience had been taken ill.

Officers of Bow-street conducted inquiries into the contents of the dead actress's luggage, which was taken to Bow-street police station. In the luggage were two small packages containing a whitish powder, which is being analysed.

For 8 months friends of the actress had engaged a private detective to follow her about, owing to an attempt by her to commit suicide in the Seine in Paris in 1924.

REGINE FLORY'S PARTS.

Mlle. Flory made her first appearance in London at the Palace Theatre on December 29th, 1913, as "Babette" in "Paris Frissons." In April 1914 she appeared in the "The Passing Show," and later in the same year at the Empire in "By Jingo If We Do."

Two years later she had an important part in the play produced at the Palace Theatre, "Vanity Fair," and later played Kadouja in the "Beauty Spot" at the Gaiety Theatre.

In Paris she had many important parts, including one in "Hullo, Paris!" at the Gaiety Theatre, and as Elle in "Je t'adore" at the Potiniere in 1920.

SHORTS FROM COURTS.

Willesden magistrate: Has this man any documents of identity on him?—Warrant officer: Yes, sir, the receipt for his previous fine.

Wife at North London Court: I was only twenty when I met my husband; I was young and insensible.

Tottenham magistrate to a man accused of drunkenness: Why don't you leave the bottle alone?—Man: My master brought me up on the bottle and I have kept it up ever since.

Judge Clier at Shoreditch County Court: If I were a judgment debtor I should pawn a suit of clothes the day before I had to appear and bring the ticket. It is an old trick.

Solicitor at Shoreditch County Court: If your husband has no work how does he spend his time at home?—Wife: You can always make use of a husband, who can scrub.

The wife of an insured person is entitled to a pension of 10s. a week as from to-day if she is at least 70 years of age, and provided that her marriage took place before April 29th of last year. If the marriage has taken place since then she must wait for five years unless she was in receipt of a widow's pension before marriage.

There still remains the third "joy day," January 2nd, 1928, when the insured person who has been continuously insured for five years, has paid 104 contributions, has an average of 29 contributions in each of the last three years, has resided in Great Britain for the two preceding years, and whose last employment was in Great Britain, will be entitled to claim his old-age pension at 65 irrespective of his means and of whether he desires to remain at work. This third stage will complete the fabric of the great scheme of social insurance which the Government has designed, and which the State, the 15,000,000 insured persons, and their employers are all helping to establish as the greatest achievement of its kind in any country in the world.

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Canton Conference.

The Full Story

IN TO-DAY'S

Hongkong Weekly Press.

THE HONGKONG WEEKLY PRESS, PUBLISHED TO-DAY CONTAINS THE FULL ACCOUNT OF THE NEGOTIATIONS REGARDING THE BOYCOTT BETWEEN THE HONGKONG AND CANTON DELEGATES AT CANTON.

The Indictment of Hongkong by Canton.
The British Delegates' Reply.
Review by Eugene Chen of the British Statement.
The Cantonese proposals; the British answer and the offer of an industrial loan.

THE RECORD IS COMPLETE. IT IS GIVEN IN A CONVENIENT FORM AND SHOULD BE KEPT FOR PURPOSES OF REFERENCE.

THE PAPER SHOULD BE SENT TO ALL WHO HAVE BUSINESS CONNECTIONS WITH CHINA. A GREAT DEAL HAS BEEN HEARD OF THE NEGOTIATIONS. THIS ISSUE OF THE WEEKLY BRINGS MATTERS UP-TO-DATE AND SHOWS EXACTLY THE POSITION IN WHICH WE ARE PLACED.

IN ADDITION, THERE IS, AS USUAL, A FULL SUMMARY OF THE NEWS RECEIVED FROM ALL PARTS OF CHINA SINCE THE PREVIOUS SATURDAY.

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STATE OF TRADE.

EFFECT OF THE STRIKE.

BIG COAL CONTRACTS LOST.

Further coal contracts which should have come to England have been lost through inability to supply until a settlement has been reached with the miners, say the *Times* of June 26th. The passing of the Swedish State Railways contract for some 550,000 tons of steam coal to Germany and Silesia, though fully anticipated, is a great blow to the autumn trade of the Tyne, and its effect will be felt when the pits resume work and are in want of trade. It is greatly feared that Baltic business, and indeed, much of the export trade of the second half of the year, is already ruined. The Egyptian State Railways administration have now issued an invitation for fresh tenders for Welsh coal, and in doing so intimate that offers of American or Continental coal will be considered. This means that, unless the exporters can guarantee supplies of Welsh coal for the next three months, foreign coal will be substituted, and the contract lost to South Wales. American coal is doing particularly well, alike in our home market and abroad, and the heavy chartering of steamers to move it across the Atlantic is regarded with grave concern, for the coal is quite able to compete with the British product and is making the most of a unique opportunity to establish itself in the markets abroad.

ENGINEERING.

Engineering and Shipbuilding.—The further depletion of fuel and raw materials is circumscribing engineering activity, and it is spreading unemployment in many other industries. The position is becoming critical in many of the foundries. Engineering firms report that whereas a short time ago inquiries were becoming more plentiful and more orders were materializing, orders are becoming more and more scarce. Trade, it is stated, will have had such a setback that the effect will be evident during the whole of the present year, even with an early settlement. Clyde shipbuilders are experiencing steadily increasing difficulty in obtaining supplies of ship plates and sections, and in several yards, work is being delayed by lack of materials. So far no vessels are actually held up on the stocks, but on several there has been a compulsory slowing down, and in some cases considerable numbers of men have been paid off.

Iron and Steel.—A further rise in prices for available stocks of iron and steel is recorded. In the pig iron branch famine conditions have developed. Inquiries for construction work are still being received, some of these involving good tonnages of steel. Engineers and contractors, however, will not risk quotations for important contracts, in view of the great uncertainty as to steel prices and time of delivery, and most of this business is being held up.

Hardware and Cutlery.—Home orders for cutlery and plate have declined sharply, and but for Colonial business and contracts in hand business would be at a standstill. Reports from nearly all branches of Birmingham manufacture are satisfactory from the point of view of customers' requirements. But production is gradually decreasing from one cause or another connected with the strike.

Pottery.—Half of the pottery operatives are registered as unemployed out of about 55,000 engaged in the industry in North Staffordshire. Production is now on the most restricted scale at the factories which are still working, and a very considerable number of the works are closed down altogether.

Boots and Shoes.—No material change in the boot and shoe industry is reported. A few centres report some improvement, but everywhere a great amount of short-time prevails. Orders are arriving very slowly, and in one of the most important boot-manufacturing towns in the country it is estimated that the output for the time being is only two-thirds of the normal for this period of the year.

COTTON.

Cotton.—Quite apart from the fact that June, under normal conditions, is the quietest month of the year, difficulty of guaranteeing delivery is causing complications which are difficult to overcome. The majority of spinners are insisting on a strike clause. Some buyers offer a month, but the more conservative traders insist on the clause covering the whole period of the strike. Production is being interfered with both in spinning and weaving districts, and in another two or three weeks stoppages will be widespread.

Wool.—At the moment there is sufficient coal available to run what machinery is necessary to deal with the orders in hand. The condition of the worsted industry continues very unsatisfactory, and the prospect of any improvement in the near future is not encouraging.

Drapery and Clothing.—The improvement in the weather has stimulated retail trade, and the "sales" also are attracting customers. Wholesalers are reported to be making good clearances of seasonal merchandise at their stock-taking sales, and June figures will compare favourably with those for the corresponding month of last year. Provincial retailers who begin their "sales" next week have bought more extensively than was expected.

Hosiery.—Hitherto Leicester has not suffered from shortage of power as much as other towns, for while the 50 per cent. regulation was nominally in force most factories were actually running their machinery the greater part of the working week—a few indeed at full time.

(Continued on next column.)

BANK COMBINE.

A SHANGHAI REPORT.

STORY CHARACTERISED AS "ABSURD."

A report appearing in a Shanghai paper a few days, stated that three American banking concerns were combining to establish a banking corporation in Hongkong, with the intention of monopolising banking in the Far East. As reproduced from the *Shanghai Times*, the report read:—

PEKING, July 14th.
According to advices from Hongkong, three American banks consisting of the London and Paris National Banking Corporation, Anglo-California Trust Co., and the Equitable Bank of New York, will jointly establish a banking corporation in Hongkong, capitalised at gold \$140,000,000, with a view to monopolising the banking business in China, the Straits Settlements and South Sea Islands. The scheme is being pushed on secretly by influential members of the syndicates concerned.

On enquiry at No. 6, Queen's Road Central, the offices of the Equitable Trust Company, of New York, and of the Equitable Eastern Banking Corporation of New York, Mr. Biggar, the manager, characterised the report as "absurd." He said that there was no such thing as the Equitable Bank of New York, nor was there a London and Paris Banking Corporation. The Anglo-California Trust Company is quite a small bank in San Francisco. He further stated that the story was without foundation, and added that it was ridiculous to suggest that Americans were trying to establish a monopoly of banking in the East.

A member of the American Consulate said that one need only read the supposed details to see that it was improbable.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

July 30th, 1926.	
Hongkong Bank	\$1,130 sa.
Do., London	\$131 nom.
Chartered Bank	\$204 buy.
Mercantile Bank, A. & B.	\$204 nom.
Do., O.	\$213 nom.
P. & O. Bank	\$24 buy.
East Asia Bank	\$24 buy.
Canton Insurance	\$80 buy, 640 sel.
China Underwriters	\$180 buy.
North China Insurance	\$145 nom.
Union Insurance	\$350/1 sa.
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$200 buy.
Hongkong Fire Insurance	\$820 buy.
Douglases	\$25 buy.
E.K. & M. Steamboats	\$24 buy.
Hongkong Tugs	\$24 buy.
Indo-China (F.M.)	\$30 buy.
Do. (S.M.)	\$40 nom.
Shell Transport	\$40 sel.
Star Fernet	\$67 sel.
Waterboats	\$15 nom.
China Sugars	\$24 buy.
Malayan Sugars	\$33 buy.
Benguet	\$11 nom.
Kailash Mining Ad.	\$40 nom.
Langkate (combined)	\$12.23 buy.
Do. (single)	\$12.12 nom.
Shanghai Explorations	\$11.54 nom.
Shanghai Loans	\$11.7 nom.
Hankow	\$44 nom.
Troms Mines	\$44 nom.
Ural Caspian	\$8 nom.
E.K. & K. Wharves	\$133/4 buy.
H.K. & W. Docks	\$53/4 sa.
Hongkew	\$11.17 buy.
New Engineering	\$11.50 buy.
Shanghai Docks	\$11.119 buy, 119 sa.
H.K. & S. Hotels	\$11 sa.
Hongkong Lands	\$85 nom.
Hongkong Realty	\$57 sel.
H.K. Territorials	\$5 nom.
H.K. Developments	\$15 sel.
Humphreys Estates	\$13/4 buy, & sa.
Prince's Buildings	\$94 sel.
Bural Lands	\$11 sel.
Ewo Cottons	\$11.910 buy.
Oriental	\$11.450 buy, 270 sel.
Shanghai Cottons (old)	\$11.62 buy.
Do. (new)	\$11.27 buy.
China Buses	\$11.104 buy.
Hongkong Tramways	\$24 buy.
Peak Tram (old)	\$104 buy.
Do. (new)	\$70 nom.
Singapore Tractions	\$10/8 buy, 12/ sel.
Tams	\$4 sel.
Amalgams	\$11 sel.
Canton Ice	\$77 nom.
Osments (combined)	\$12 nom.
Do. (old)	\$12 nom.
Do. (new)	\$12 nom.
China Lights (combined)	\$19 buy.
Do. (old)	\$14 nom.
Do. (new)	\$11 nom.
China Providents	\$54 sel.
Constructions	\$32 nom.
Dairy Farms	\$104 buy.
Der A. Wings	\$60 sel.
Hongkong Electric	\$37 sel.
Macao Electric	\$35 nom.
H.K. Ropes (combined)	\$20 sel.
Do. (old)	\$10 sel.
Do. (new)	\$5 sel.
Louis Crawfords	\$9 nom.
MacIntosh	\$194 nom.
Sinceros	\$11 nom.
United Asbestos	\$20 nom.
Watsons (old)	\$13 sel.
Wm. Poyalls	\$64 nom.
buy—buyers; sel—sellers; sa—sales nom—nominal.	

The gravity of the position is, however, increasing owing to rapidly dwindling stocks of coal. Meanwhile other difficulties are arising out of the coal strike. Given a settlement there is little doubt that the hosiery trade would recover more quickly than any other industry in the country, for large orders for autumn goods are only awaiting the miners' return to work. The summer trade has, of course, been a failure so far as home demands are concerned. Unfortunately the shipping trade is showing signs of falling off.

QUEEN'S

TO-DAY ONLY

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CONTINUOUS 5.30 To 11.30 p.m.

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The Courage of Marge O'Doone.

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500/500 Trams	A13	500/500 Trams	A13
500/500 Trams	A13	500/500 Trams	A13
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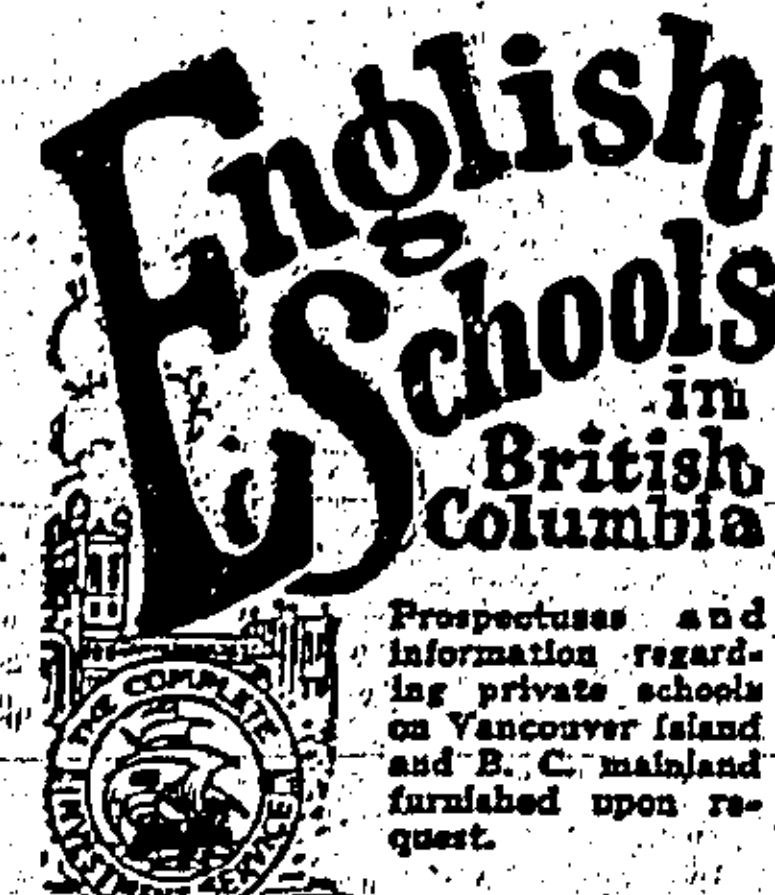
TRADE MARK

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Buyer, July 29th.	
Paris	205
Brussels	195
Amsterdam	12.09
Berlin	20.42
Copenhagen	18.24
Vienna	34.41
Helsinki	183
Lisbon	2.17/32
Buenos Aires	45.7/16
Shanghai	2/104
Yokohama	1/11.5/16
New York	4.88.5/16
Geneva	25.12
Milan	149
Stockholm	18.18
Oslo	22.18
Prague	184
Madrid	31.62
Rio	7.9/32
Bombay	1/5.20/32
Hongkong	2/24
Silver (spot)	29.9/16
Silver (forward)	29.9/16

The Rubber Trade Association's official quarterly average states that 21,001 pieces in the market, which has now closed down until Tuesday.



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Victoria & Vancouver.

A verdict of "Suicide while of unsound mind" was returned at the inquest at Hammersmith on Edward Emerick Zeigler, of Netherwood-road, Shepherd's Bush, who was found on a couch with a clay pipe in his mouth. Attached to the pipe was rubber tubing leading to a gas jet, the tap of which was turned on.

Summit

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AIR FORCE DISPLAY.

REMARKABLE NEW FEATURES.

ACCIDENT AT REHEARSAL.

HENDON, June 30th.

At Hendon aerodrome yesterday the group of six fighter squadrons which will manoeuvre in the air at the Royal Air Force display next Saturday rehearsed their "turn." The group is made up of No. 23 Squadron on "Gamecock," No. 41 on "Siskins," and Nos. 19, 29, 33, and 55 on "Grebes." Each squadron consists of nine machines, and all are fitted with Siddeley "Jaguar" 335 h.p. engines except the "Gamecocks," which have Bristol "Jupiters" of 400 h.p. The squadrons took off, squadron by squadron, and ascended to 1,000 feet. They then swept past the enclosures at 500 feet, one wing wheeling right, the other left, and taking opposite sides of the sky. The two wings then crossed each other in opposite directions over the aerodrome, and, wheeling about, recrossed. One wing then landed, and the other proceeded to perform wing evolutions, flying past, squadron by squadron, in flights abreast, flights astern, squadron, and other formations. Six squadrons in the air together (fifty-four machines) make a most impressive spectacle, and although the new air drill by wireless telephony by No. 23 Squadron will by general consent be more beautiful, and the evolutions by four bombing squadrons the more suggestive of power, the new item in the display programme will be the biggest.

Yesterday's rehearsal was the occasion of a slight mishap. A Bristol two-seater—one of several—went up with a cinema photographer to make a picture of the evolutions. Just as it left the aerodrome, however, its engine failed. The pilot, Squadron Leader O'Neill, tried to make a small cricket field or, failing that, to reach the aerodrome. Turning to do this one of his wings struck a tree, and the machine spun round and landed "pancake," smashing the under-carriage, but with no worse personal injuries than a slight face cut for the pilot and a jar and bruised back for Mr. J. C. Harding, of the Gaumont and "Graphic." The pilot undoubtedly displayed great presence of mind and skill.

KING AND QUEEN TO ATTEND.

The display will have a longer and an even more varied programme than that of last year, and what was then believed to be an unsurpassable spectacle will in fact be far surpassed. The King and Queen and the Duke of York will again be present, and another Royal visitor will be Prince Chichibu of Japan. Flying will begin at noon and continue until half-past six, whilst during the luncheon interval there will be a display of "aerobatic" flying. The afternoon programme, which comprises the more spectacular items, will begin at half-past two. The number of aeroplanes taking part will be 150, these being drawn from Home Defence, Army Cooperation, and training units, but including also sixteen new types, most of which have hitherto been on "the secret list." The autogyro flying machine, or "windmill plane," will be flown, and the tailless aeroplane, which is an interesting scientific development of great promise in the eyes of experts, will also be seen. Among the new aeroplanes the big night bomber, the Avro "Avia," fitted with two Rolls-Royce 670 h.p. engines, will be conspicuous, and an impression of tremendous speed will be afforded by the new fighter, called the "Avenger," of the same designer, but fitted with a Napier engine. A Blackburn "Spart" Rolls-Royce will be one of several deck-landers at the display.

Two great demonstrations of formation drill in the air—one of them of thirty-six machines and similar to that of last year, the other by six squadrons of single-seater fighters as rehearsed yesterday—will perhaps be regarded as the most impressive features. They will illustrate the most up-to-date evolutions, in which the British Air Force has for many years been supreme, and will be according to the new air-drill manual and words of command, already described in *The Daily Telegraph*. All the squadrons taking part have a fine war record. The group of thirty-six machines will be day-bombers, two-seater Fairley "Fawn" Napiers and D.H. 8a-Liberty. The fifty-four fighters will be Gloster "Grebes" and Siddeley "Siskins" with air-cooled Bristol "Jupiter" or Siddeley "Jaguar" engines. They will manoeuvre at a speed of 150 miles per hour.

THE NEW AIR DRILL.

No. 23 Fighter Squadron will show air manoeuvres by radio-telephony, the leader and his men being in wireless communication with each other and with the ground station. They will demonstrate the method of reversing direction in various formations—a most important item of air drill, much time being lost unless the best possible movement is adopted and smartly carried out.

The object of the display is to demonstrate training and equipment, and participation in it is largely competitive. The final air various events being reserved for Display Day. A new feature will be the Long Distance Reliability Trial, open to night-bombing squadrons, over a course beginning and ending at Hendon, and taking in Calshot (on the Solent),

(Continued on next column.)

GENERAL BOOTH'S LOVE LETTERS.

PAWNSHOP START IN LIFE.

£1-A-WEEK OFFER.

The fact that General Booth, the founder of the Salvation Army, at one time earned his living as a pawnbroker's assistant in the Walworth-road is disclosed by Mr. Harold Begbie in his two-volume "William Booth," published by Macmillans.

The Booths were a Belper family before the days of Queen Elizabeth, and a couple of them became Archbishops of York, so that preaching seems to have been hereditary with them.

Young William Booth, who spent his early days in Nottingham, was "trained to regard himself as a gentleman's son," but his father came on hard times, and put him to work in a pawnshop in the poorest part of the town.

Young Booth became a Methodist and removed to London, where he secured a job in the Walworth-road. He was dismissed for refusing to work after midnight on Saturday, but was taken back after a week, and left in charge of the shop.

FIRST SERMON.

It was Rabbits, the boot manufacturer, who used to have a large shop at the Elephant and Castle, who induced William Booth to drop the pawnshop and become a Methodist minister. He heard Booth preach his first sermon as an evangelist in the Walworth-road Wesleyan Chapel, took him home to dinner, and soon afterwards offered to pay him £1 a week if he would leave the shop and devote himself to the Gospel.

The general recorded three things concerning the change:—

"The first day of my freedom was Good Friday."

"It was also my birthday, the 10th April."

"The third, and most important of all, was that on that day I fell over head and ears in love with the precious woman who afterwards became my wife."

William Booth met Catherine Mumford at a religious meeting in City-road. This was their second meeting. He escorted her home to Brixton, and they both realised that they were in love with one another.

"PURITAN."

Mr. Begbie prints some of their love letters, which he calls "Puritan love letters." William began writing to Catherine as "My Dear Friend," but it soon became "My Own Dear Catherine," and then "My Own Loving Kate," and afterwards "My Dearest Love," "My Own Darling Katie," "My Dearest and Most Precious Sweet," "My Own Sweet and Precious Treasure."

He writes: "I will make the night-shirts do. I shall try to manage now until I come to town if I can. Have you two shirts? I want them worse, mine are all in tatters. Bless you, farewell, look forward to the future with a trusting and hopeful soul."

When they are going to be married he writes:—

"Write me per return how much black silk you will want for a flounced dress, and whether you would prefer that to a satin or satinet—I intend having a first-rate one. If I buy it without your letter I shall get black silk and sixteen yards."

Farnborough, Netheravon, Manston, and other stations. The start and finish will be seen at Hendon. Other competitions are the interesting message-picking-up race, another race open to officers of the R.A.F. Reserve, and one open to direct-telegraph items will be the combined attack on a moving target by a squadron of single-seater fighters (the victors in a Service competition), dropping bombs as they swoop in from all directions, flying as low as possible. The set piece this year will be a combined attack on a hostile aerodrome by fighters and day-bombers.

As Hendon is now the property of the Air Council it has been possible for important improvements to be undertaken for the comfort and convenience of spectators. These include better and larger accommodation and greatly improved traffic facilities at and near the aerodrome. The Tube station at Colindale-avenue is close to the entrance of the aerodrome, and is a great convenience.

The Prime Minister cannot attend, but the Cabinet will be well-represented. Amongst those who have already accepted invitations are the Marquis of Salisbury, the Lord Chancellor, the Earl of Dalhousie, the Right Hon. Sir William Joynson-Hicks, the Earl of Birkenhead, the Right Hon. Sir Philip Cunliffe-Lister, the Right Hon. Sir John Gilmour, Bt., the Right Hon. Sir Arthur Steel-Maitland, Bt., Viscount Peel, and the Right Hon. Sir Douglas Hogg, K.C. The Secretary of State for Air will, of course, be there, as will Sir Philip Sassoon, Bt. The Parliamentary enclosure becomes more popular every year, and nearly 200 members have already decided to go.

Boxes for six (price 2s. 5s. and 2s.) and tickets, 2s. and 10s. Two shilling tickets are available at Hendon aerodrome on the day of the display. The proceeds are to be given to the Royal Air Force memorial fund, which has already benefited to the extent of more than £34,000 since the display was established six years ago.

WIREMAN ELECTROCUTED.

DANGER OF WORKING ON LIVE WIRES.

200 VOLTS NOT RECKONED DANGEROUS.

The question of whether it is dangerous or not for a workman to handle live electric wires with current of 200 volts running through them, without taking precautions, such as wearing rubber gloves and drawing fuses, was raised at an enquiry held by Mr. R. E. Lindsell, sitting as Coroner with a jury, at the Central Magistracy yesterday afternoon.

The enquiry concerned the death of a Chinese wireman of the Hongkong Electric Co., Ltd., who was electrocuted while carrying out some re-wiring at No. 22, Queen's Road, West, on July 13th.

A representative of the Hongkong Electric Company stated that 200 volts was not considered dangerous, and it was the practice of all wiremen of the Hongkong Electric Company to work on wires without disconnecting them while working. A dry bamboo ladder was considered sufficient insulation as a precaution against anything up to 200 volts. It was only when the voltage was over 300 that extra precautions were taken. This was the first accident of its kind in a matter of fourteen years that the witness had been with the Company.

On the other hand, the Government's Electrical Engineer, emphasised that endeavour should be made in all cases in the future to disconnect wires before working on them. Where fuses were handy they should be drawn, for although 500 volts seemed to be regarded as a normal voltage, it had been shown that it was far from safe to work on live wires when it had been proved that 500 volts or even less could give a fatal shock.

MEDICAL EVIDENCE.

Dr. J. R. Craig, Government Medical Officer, in charge of the Victoria Mortuary, referred to the post-mortem examination he carried out in connection with the wireman's death. There were, he said, signs of cardiac failure such as much usual in cases of electrocution.

There were black carbon marks on the man's hands, which might have been caused by electric current, but as the skin was uncharred, the doctor did not consider that the marks were caused by electricity. The cause of death was shock, such as could have been given by an electric current.

THE WIREMAN'S DEATH.

A coolie, employed by the Hongkong Electric Company, deposed as to accompanying the wireman to 22, Queen's Road, West, where the re-wiring was being carried out. The wireman mounted the ladder and proceeded with his work. He was not wearing gloves. About five minutes after he had reached the top of the ladder witness noticed that he was not moving. After calling to him and receiving no reply, witness kicked the stool on which the ladder was resting away. The ladder fell bringing the wireman with it. The wireman appeared to be dying and witness at once went and made a report.

AN EXPERIENCED MAN.

Mr. Stuart Longfield, in charge of the Meter Department of the Hongkong Electric Company, said that on July 12th he entered this particular job in the "job book" to be done on the 13th. The wireman in question had been employed by the Company since May, 1920, just over six years ago. He was an experienced man and had been doing work of the description he was engaged on when he died ever since he joined the Company.

NOT CONSIDERED DANGEROUS.

Asked by Mr. Lindsell what instructions were given to fitters engaged on this sort of work, Mr. Longfield replied that instructions were never given to the wiremen to disconnect the current when engaged on this sort of work as 200 volts was not considered dangerous, provided ordinary precautions were taken.

THE VERDICT.

After a short retirement, the jury returned a verdict of "Accidental Death." The jury attached no blame to anyone, but added a rider that in their opinion when such wiring jobs were carried out the appropriate fuses should be drawn before work was embarked upon. Mr. Lindsell: I trust, Mr. Longfield that your Company will give due notice to that rider. I shall report it to the Government.

Mr. Longfield: Certainly, your Worship. This concluded the enquiry.

RACE COURSE.

\$10,000 FOR RE-CONDITIONING.

AUTUMN RACES MAY BE POSTPONED.

The local Autumn flat-racing season may be interfered with, owing to the recent damage of the Race Course. It is anticipated that it will take three months to put the track into proper condition.

Two "extra" meetings are down for the Autumn. Should the work not be completed the dates will be put back a month.

The re-conditioning of the track will cost about \$10,000.

WEEK-END WEATHER.

HOLIDAY PROSPECTS.

BAD WEATHER PREDICTED: TYPHOON ABOUT.

The weather prospects for the week-end holiday are not too promising according to what can be gleaned from the weather reports and forecasts.

Last night's forecast states that there will be light variable winds to-day, freshening from N.E. or N.W. with weather fine to cloudy. There is a typhoon about, but latest information is that its direction of motion is now uncertain, and that it may be curving to westward.

Actual indications are that to-day may be fairly clear, but hopes are poorer to-morrow are poorer, and Monday (August Bank Holiday) is expected to be wet, if no worse.

At 6.45 a.m. yesterday the Royal Observatory hoisted the signals which read: Typhoon of unknown intensity within 120 miles of Lat. 18° N., Long. 125° E., moving north-westwards, radius unknown.

Similarly a cable was received by the American Consulate-General at 10.30 a.m., stating:—Cyclone or typhoon to the north-east of Aparri, moving to north-west.

Aparri is in Northern Luzon, in the Philippines group. The position mentioned is further out in the Pacific, approximately 800 miles from Hongkong.

The last typhoon came along from that direction, travelling about 900 miles at 13½ miles an hour (i.e., the speed moving forwards and not the wind velocity).

At 10.50 a.m. yesterday the Royal Observatory reported:—

Pressure has decreased moderately over N.E. Japan and slightly from N. Luzon to Formosa. It has increased slightly over the Visayas and from Guam to the Bonins.

Depressions over China and N.E. Japan. A typhoon has formed to the E. or E.N.E. of Aparri moving, apparently, N.W.

WEATHER REPORT.

At 4.40 p.m. the Royal Observatory report read:—

The centre of the typhoon at 2 p.m. was in about Lat. 30° N. and Long. 123° E., but its direction of motion is now uncertain. It may be curving to westward.

Local forecast:—Light variable winds, freshening from N.E. to N.W., fine to cloudy.

TYPHOON WARNING.

The American Consulate-General send us the following telegrams, which they have received from Manila, Cebu, or 10.30 a.m., July 30th:—Cyclone or typhoon N.E. of Aparri, moving N.W. 2.45 p.m.—Typhoon in about 183 deg., Long. E., and 20° deg. Lat. N., moving N.N.W.

SENSIBLE ENGLISH TYPISTS.

HAPPIER THAN £10-A-WEEK AMERICANS.

SOUTHAMPTON, June 30th.

Mr. Roy S. Wildman, whose copper mills in America employ 35,000 men, dispelled some of the dreams about his country as the workers' utopia of high wages when I interviewed him to-day before he sailed for New York.

"Shorthand-typists in America," he said, "earn from 28 to £10 a week, but the cost of living is proportionately high. They are no happier than their less-paid sisters in England, because in their feverish anxiety to maintain the standard of living they eat themselves they are able to put only a little more in the bank."

"The craze for dress, which is the result of high wages, attains ridiculous heights. Shorthand-typists earning good money in New York and other great cities arrive at their offices dressed like revues stars. The English office girl's attire is much more sensible than that of the American girl."

IF YOU WANT A REALLY FIRST CLASS

SCOTCH WHISKY

At a Reasonable Price

YOU CAN HAVE NO BETTER THAN

MACKINTOSH'S STIRLING SCOTCH WHISKY

"SPECIAL"

IT IS EXCELLENT

ONLY \$3.00 A BOTTLE

OBTAINABLE AT THE FRENCH STORE,
9, FRANKSPFIELD ARCADE

Yours Truly
The French Store

(REPRESENTING THE ORIENT TOBACCO MANUFACTORY IN HONGKONG AND SOUTH CHINA.)

"BUT A GOOD CIGAR IS A SMOKE."
The Finest Quality and the Freshest in Hongkong

AT
22, DES VOEUX ROAD (OPPOSITE THE P. & O. BUILDING).

[A.P.B.]

BRUNNER, MOND & CO. (CHINA), LTD.

12, PEDDER STREET.

TELEPHONE 1630.



"CRESCENT FERTILISERS"

FOR

VEGETABLES, FLOWERS, LAWNS, etc.

Specially prepared to meet Local Soil Requirements

ALSO

"CRESCENT" NEUTRAL SULPHATE OF AMMONIA
(Analysing 25.75 per cent. ammonia)

AND

"CRESCENT" BONE FLOUR
(Analysing 80 per cent. phosphate.)

ON SALE AT

Messrs. GRACA & Co., THE SUN Co., Ltd.,

THE WING ON Co., Ltd.

[A.P.B.]

"NO WANCHEE."

CHAIR COOLIES DISLIKE IDEA OF HUNAN TRIP.

GENERAL CHIANG KAI SHEK'S OFFER.

TROUBLE FEARED IN HEUNGSHAN DISTRICT.

[FROM OUR CHINESE CORRESPONDENT.]

When General Chiang Kai Shek called for twelve chair coolies to follow him to Hunan the other day, and offered a wage of \$100 a month, only six responded. It was a case presumably of the devil you know being preferable to the devil you don't know. The great majority decided it was better to pick up a precarious living in their own district rather than venture into "the wilds" with the army even though a veritable fortune was promised them.

The latest reports from the Kuomintang Army say that General Chiang Kai Shek is expected at Hengchow, Hunan, on August 1st. After reviewing the situation in Hunan General Chiang will return immediately to Canton where his presence is urgently required.

To guard against any uprising in the districts of Eastern Kwangtung, the Kuomintang, in addition to the close inspection of all people's and merchants' volunteers, is offering a reward of from \$50 to \$300 for information that will lead to the arrest of "rebel suspects" and a reward of from \$30 to \$5,000 for information leading to the seizure of arms and ammunition.

Chen Chih Lin, a well-known Bolshevik and a leader of the Dockyard Union in Swatow, was stabbed on the evening of July 26th and his comrades in Canton have wired to the Kuomintang authorities in Swatow to take up the case. As the wound Mr. Chen received is not serious it is expected that the judicial authorities will deal with the assault in the usual way in the Law Courts.

During June and July the Kuomintang has succeeded in raising \$1,500,000 from the city of Swatow and vicinity. The merchants in Swatow are now to be asked to pay a further tax. If they fail to comply they are to be deprived of the privilege of trading in the Port.

RUMOURS REGARDING HEUNGSHAN.

It is rumoured in Canton that opponents to the Kuomintang will endeavour to capture Heungshan, a district near Macao, and to make it their base for future operations. Heungshan, like Canton, has been put under "military vigilance." Lately hotels in Shekhi, the seat of the district Government, have been closely watched for suspects. Another report says that there have been disturbances during the past few days at Chinshan, a Heungshan town just across the Macao border.

AN ANNOXIOUS RULE.

The Kuomintang denies that the strike of the workers in the Kwangtung Arsenal at Shekchong on July 26th had any political significance. The workers objected to the new regulation making it an offence to be five minutes late in reporting for work. The strike was called off when the Arsenal agreed to dismiss the foreman who had suggested the rule and to re-engage employees recently discharged. It was also agreed that future working time should be eight hours daily.

FARMERS' PROPOSALS.

The Peasants' League of the Kuomintang in Wu-hua District, Kwangtung, have decided to propose to their landlords that in future the harvest from the lands they are to cultivate shall be equally divided between landlords and tenants. In the past, landlords have received a definite amount agreed upon as rental either in kind or in cash, in every case a little more than one-half.

A LUCRATIVE OFFICE.

The Recorder's Office in Canton, the most important function of which is the registration of real estate conveyance within the district, formerly under the supervision of the Judiciary in Canton, will henceforth be made a part of the Land Bureau of the Canton Municipality, despite the protest of the High Court of Justice. The office is a lucrative one, as fees for registration are based on the values involved, and during the political chaos of the last few years in Canton, when the Government has had no money for judicial administration, the courts have been able to function almost solely on receipts from this source and the fines collected from time to time.

(Continued on next column.)

SHANGHAI MERCHANTS IN CANTON.

CORDIAL OFFICIAL WELCOME.

BANQUET GIVEN BY CHIANG KAI SHEK.

The six representatives of Chinese merchants in Shanghai, who have been paying a visit to Canton, were accorded a very hearty official welcome. Banquets were arranged in their honour by General Chiang Kai Shek and also by the Nationalist and the Provincial Governments.

The banquet given by General Chiang Kai Shek was held at his headquarters on the 23rd inst. General Chiang presided and, in the course of his speech, expressed the pleasure it gave him to welcome the Shanghai representatives. Their mission, he said, was to clear away all obstacles in the way of friendly relationship between the Shanghai and Cantonese merchants. Their coming would disclose the counter-propaganda of the imperialists, and at the same time strengthen the friendship existing between the merchants of the two places.

Mr. Wong Shing replied on behalf of the Shanghai merchants and thanked the Commander-in-Chief for his hospitality.

PROVINCIAL GOVERNMENT BANQUET.

The Provincial Government gave a banquet to the Shanghai representatives on the 24th inst., on the top floor of the Government Yamen.

Mr. Sun Fo presided and welcomed the visitors. Messrs. Shing Koon Chung and Wong Hin Lai replied and emphasised the importance of the merchants co-operating with the Revolutionary Government.

NATIONAL GOVERNMENT BANQUET.

Many Cantonese merchants were invited to attend the banquet given to the Shanghai visitors by the Nationalist Government on the 26th inst.

General Tan Yen Kai presided and said he hoped that when the representatives returned to Shanghai they would exert themselves to their utmost to help the Nationalist Government to extend its power throughout the length and breadth of the country.

Representatives of Shanghai as well as Cantonese merchants also spoke, saying that they hoped that the merchants of the country would back the Nationalist Government in its Northern expedition.

CORRESPONDENCE.**HOUSE RENTS.**

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—With reference to the correspondence on the subject of increased rentals since the lapse of the Rent Ordinance, it would seem unnecessary for European tenants to submit to such extortion when there are still houses reserved for Europeans on Mount Davis at a rental of \$150 a month and a 'bus service which takes you to the door.—Yours, etc.,

FELIX.

POSTMEN'S STRIKE.

The Canton Postmen's Union has ordered a strike for August 1st. The demands of the Union for better service conditions and shorter hours have been refused by the Director-General of Posts at Peking who, at the same time, warned the postmen of the danger of loss of seniority and pensions given to faithful employees of the Postal Service. The Kuomintang in Canton is mediating between the Postal Commissioner and the Postmen's Union. Should this fail to bring about any better understanding, the stoppage of communication will be effective next Monday. Some postmen left their work as early as July 27th, soon after hearing that Peking had rejected their demands.

NEWSPAPER IN SWATOW.

Chinese newspapermen in Swatow the other day refused to attend a conference called by the Kuomintang to restrict the freedom of publication and to regulate mail-matter, containing literature, from abroad. Newspapermen as a whole are taking strong exception to Kuomintang measures to restrict the Press either through censorship or through the tyranny of the printers. Further interference with the Press by the Kuomintang in Swatow will also leave that city without newspapers, according to comment in Chinese journalistic circles.

KUOMINTANG POLITICAL COUNCIL.

THE HONGKONG POLICE LAUNCH AT SUMCHUN.

A PROTEST TO BE LODGED.

According to the report of a recent meeting of the Kuomintang Political Council, appearing in the *Canton Gazette*, six resolutions were passed. The fourth resolution was as follows:

"The Hongkong Government without reason, sent an armed motor-boat to Sumchun last week, to disturb the inhabitants there."

"It is resolved that the Ministry of Foreign Affairs be instructed to lodge a protest against the British Government's move in sending an armed launch into Chinese Territory without adequate reasons."

This seems a peculiar way of dealing with the incident. As our readers are, of course, aware a police boat was patrolling the Sumchun river in accordance with ordinary routine when it grounded. Owing to the floods it was difficult to keep to the river channel. The two police sergeants-in-charge, and the boat's crew were taken prisoners by Strike pickets and were not released until the following day.

"WHO'S WHO" ON THE "PRESIDENT WILSON."

The s.s. *President Wilson*, arrived yesterday from Manila, with 54 cabin and 290 steerage passengers aboard, 19 cabinet and 28 steerage disembarked at Hongkong. Among those on board were:

Prof. R. Scott, wife and child, are returning to America for a holiday via Suez.

Misses Nancy Cleaver and Helen Swinburn, Californians, making a circle tour of the Orient aboard the s.s. *President Wilson*.

Mr. C. L. Coppage and wife, Mr. Coppage is Vice-President and Director of sales of the California Petroleum Co., and is completing a tour of Australia, New Zealand, Bavaria and Far Eastern ports in the interests of his organization.

Mr. Angel Elizalde, wife and son, prominent proprietor of the Papana Sugar Estate, returning to America with his wife, Mrs. Angel Elizalde was formerly Miss Spreckels, daughter of the late Jack Spreckels, California Sugar King.

Mrs. Florence Gastonguay, of San Francisco, making a circle tour of the Orient.

Comdr. E. Norton and wife, of the U.S. Navy, returning to America from their station in the Philippine Islands. Miss Dorothy Forster, daughter of the Red Cross manager in the Philippine Islands, returning to America to enter school.

Mrs. G. C. Poizat and three sons, prominent in Philippine inter-island shipping, travelling to America on a pleasure trip.

Mr. Frank Herrier, prominent advertising, newspaper and club-man of Manila, travelling to America on a pleasure trip to the States.

Mrs. S. Seifert, wife of an American Naval officer, travelling to Shanghai where she will join her husband.

Father Jurgens and Sisters Mary and Stefana, proceeding to China.

Mr. A. F. Henry, distributing officer, U.S.S.B. Manila, who will remain in Hongkong for a short stay.

Mr. C. B. Heves, in the American Embassy, Peking, returning to his post.

Mr. Anton Adams, retired New Zealand capitalist, touring the Far East with Mr. and Mrs. Coppage.

MISSING WATCH.

CONSTABLE SENT TO PRISON FOR THEFT.

Before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday afternoon, the Shanlung constable, attached to the Mongkok Police Station, who was alleged to have stolen a watch from a prisoner arrested for a breach of the Opium Ordinance, again appeared in further answer to the charge of larceny, and alternatively with misbehaving himself as a police constable by telling lies.

Prisoner pleaded "Not Guilty" on the first charge and "Guilty" on the second.

When the hearing was resumed yesterday afternoon, further corroborative evidence was given for the prosecution as to the constable having taken a watch from the complainant when he searched him, and being seen the next morning after spending a night in the cells, to pull it down from a chimney in the cookhouse.

When he was previously questioned about the watch by Sub-Inspector Dorrington he denied knowledge of it, stating there was no watch. For this reason he was confined in the cells, and while there made a statement that he might be able to find it. He was followed to the cookhouse, where, as stated, he produced the watch.

The constable made a long statement from the witness-box in which he denied theft. He said he had no intention of stealing the watch. He placed the watch, he said, in a wash basin and came away forgetting it was there. When he returned for it he found it had disappeared. For this reason he told lies to the Inspector as he had lost the watch.

His Worship sentenced the constable to four months' imprisonment.

CAFE CASE.

PUISNE JUDGE REFUSES RE-TRIAL.

MR. AND MRS. TAYLOR TO APPEAL.

Mr. M. M. Watson, who represented Mr. and Mrs. Taylor in the Café Parisien case, applied to Mr. Justice Wood, in Chambers yesterday, for the re-hearing of the case. Mr. Watson said he had additional evidence which would strengthen his clients' case.

The application was refused. The case, however, is not at an end, since Mr. and Mrs. Taylor are lodging an appeal against the Puisse Judge's decision.

HIGHWAY ROBBERY.

GIRL HELD UP AT RAILWAY BRIDGE.

FIVE MEN CHARGED AT KOWLOON.

Walking along Railway Path (No. 3 Railway Bridge) leading from Mongkok to Hunghom about 4 o'clock on the afternoon of July 17th, three Chinese girls were accosted by five men, who suddenly sprang out of the hedge at them. One of the girls was robbed of a pair of bangles, but her two companions managed to make good their escape.

A sequel to this highway robbery took place at the Kowloon Magistracy yesterday afternoon, when five men were charged before Mr. J. H. B. Nihill.

The facts of the case were briefly outlined by Detective Inspector Pincott, for the prosecution, who related how the girl in question was suddenly grabbed by one of the men, the other four immediately running up to him from where they had been concealed. An attempt was made to catch the other two girls, but they succeeded in running away. The girl who fell into their hands, however, was robbed, as stated. Three of the men were arrested at mid-night the same night by detectives from Kowloon City police station, who, acting on information received, proceeded to a matchless theatre at Kowloon City, where they found the men. The fourth man was arrested the following day at Yaumati, while the fifth man was taken into custody in Kowloon City.

At an identification parade only the first defendant was recognised by the girl who was robbed, the others remaining unrecognized. A second man, however, was identified by a Yaumati jeweller to whom he sold the bangles; while the other three were also charged, because the statements made by each of the five men all implicate the others. Each defendant, in his statement, put the blame upon his companions.

After hearing formal evidence, his Worship adjourned the case for hearing next week.

ALLEGED NEGLIGENCE.

MISHAP IN BROADWOOD ROAD.

PEDESTRIAN INJURED.

How an empty hand truck got out of control at Broadwood Road through the alleged carelessness of those in charge and injured a Chinese was related at the Central Magistracy yesterday morning by Divisional Inspector Blackman in charging two Shanlung coolies of the Netherlands Harbour Works with driving without a licence and negligence.

The second defendant was discharged when the other man stated that he was in charge of the truck. This man said that the truck belonged to his employers and it was not customary for the coolies to be granted licences. He was unable to account for his failure to apply the brakes fitted to the truck.

The injured man being in hospital, defendant was remanded until Monday morning.

£150,000 FIRE.

FLOUR STORES DESTROYED AND A ROAD CLOSED.

SWANSEA, June 30th. The most disastrous fire Swansea has ever known occurred early this morning at Messrs. Weaver's flour mills at the North Dock. The damage is estimated at nearly £150,000.

The Beaufort Stores, containing large stocks of flour and bran, were completely destroyed. The mill was considerably damaged, but was saved from destruction by the efforts of the fire brigade.

Anxiety is felt for the span bridge which connects the destroyed store and the main building, and the road from Swansea to the east, which passes beneath this bridge, has been closed.

Wm. POWELL, Ltd.

Telephone C. 4578.

OUR SUMMER SALE.

NOW ON.

Bargains will be found in every Department throughout the Store.

An Early Visit will amply Repay You.

SEE WINDOWS.

JUST ARRIVED.

ELBSCHLOSS BEER.

SOLE AGENTS:

THE WING ON Co., Ltd. HONGKONG.

COLUMBIA

RECORD ALBUMS

AND

CLEANING PADS

AT

ANDERSON'S

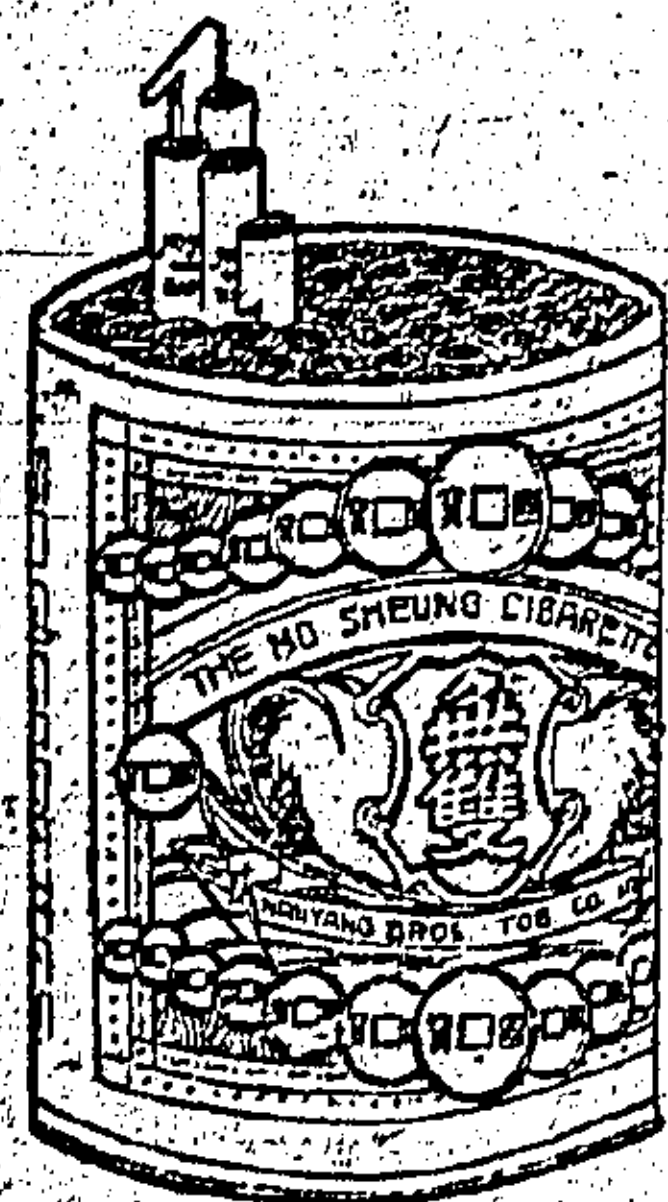
ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers

owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used. On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



NEW ADVERTISEMENTS.

HONGKONG WATERWORKS.

IT IS HEREBY NOTIFIED that On and After MONDAY, 2nd AUGUST, a CONSTANT SUPPLY OF WATER will be turned on in all Rider Main Districts until further Notice.

HAROLD T. CREESE,
Water Authority,
Public Works Department,
Hongkong, 30th July, 1926. [7838]

A. S. WATSON & CO., LTD.

ON MONDAY, the 2nd AUGUST, 1926, All Departments will be CLOSED. The Hongkong Dispensary, Dispensing Department, will be OPEN for Dispensing Prescriptions from 10 A.M. to 1 P.M. and from 6 P.M. to 7.30 P.M.

A. S. WATSON & CO., LTD.
Hongkong, 31st July, 1926. [3834]

HONGKONG AMUSEMENTS, LTD.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the Company will be held in the Queen's Road Central, on THURSDAY, 10th AUGUST, 1926, at Noon, for the purposes following, namely:

- To receive and consider the annual statement of Accounts and the Report of the Directors for the year ended 31st March, 1926.
- To elect Directors in the place of those retiring by rotation and Auditor.
- To sanction the declaration of a dividend.
- To transact any other ordinary business of the Company.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st day of AUGUST to the 10th day of AUGUST both days inclusive.

Dated the 31st day of July, 1926.

By Order of the Board,
CHAS. S. ROSSETT,
Secretary.

3835

HONGKONG AMUSEMENTS, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the Queen's Road Central, on the 10th day of AUGUST, 1926, at 12.15 o'clock, in the afternoon, for the purpose of considering and, if thought fit, passing an Extraordinary Resolution, the Resolution following:

That the 8,000 Deferred Ordinary Shares of \$5 each and the 16,000 Preferred Ordinary Shares of \$10 each in the Company be organized and consolidated into one class of 24,000 shares of \$10 each to be called ordinary shares and to rank as regards dividend and capital vote par with each other to confer one vote and that the Company's Memorandum and Articles be altered accordingly.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such meeting will be held on the 25th day of August, 1926, at the same time and place for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated the 31st day of July, 1926.

By Order of the Board,
CHAS. S. ROSSETT,
Secretary.

3836

HONGKONG AUTOMOBILE ASSOCIATION.

MR. P. M. HODGSON, having Resigned the Honorary Secretaryship of this Association, all Communications and Letters in future should be Addressed to the Undersigned, who has been appointed Honorary Secretary of the Association.

G. E. S. UPSDELL,
Hon. Secretary,
c/o Hongkong Telegraph.
Hongkong, 29th July, 1926. [3837]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY

Situate at SHAMSHUI in the Colony of Hongkong and registered at the Land Office as NEW KOWLOON INLAND LOT No. 949, Together with Three Buildings thereon in course of construction at CHEUNG SHE WAN ROAD.

Annual Crown Rent: \$22.00.

Area: 8,340 square feet or thereabouts.

At

MR. E. V. M. R. DE SOUSA, Auctioneer,

at

THE CHINA AUCTION ROOMS,

4, DUNDRELL STREET, HONGKONG,

ON

WEDNESDAY, the 11th day of AUGUST,

1926, at 3 O'CLOCK P.M.

For Further Particulars and Conditions of Sale, Apply to—

Messrs. GEO. H. HALL BRUTTON & CO.,

Mortgagees' Solicitors,

St. George's Building, Chester Road,

or to

MR. E. V. M. R. DE SOUSA,

Auctioneer,

No. 4, DUNDRELL STREET,

Dated the 29th day of July, 1926. [2822]

FOR TENANCY, New Mid-level FLATS,

—Easily Reached, Four Rooms, Servants' Quarters, Modern Bathroom, Hot Water Pipes, Fresh System Gas, Electric Light, Occasional Use of Tennis Court, Ground Floor—Office Floor—\$200. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. Tel. C. 4830. [7478]

INTIMATIONS.

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising 6 rooms, 4 bathrooms, servants' quarters, etc., at \$150 and upwards. These comfortable residences, on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3429]

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd, AUGUST, 1926. Hongkong, 29th July, 1926. [3837]

PEAK CHURCH.

ON the SUNDAYS in AUGUST there will be EVENING SERVICE in the PEAK CHURCH at 6.30 P.M., when the preacher will be Rev. A. D. STEWART, M.A., Head Master of St. PAUL'S COLLEGE. All Seats are Free and Unappropriated. [3828]

HONGKONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 50 Cents Per Share has been Declared Payable on THURSDAY, 26th AUGUST NEXT, on and after which Date Dividend Warrants may be obtained upon Application at the Registered Office of the Company, CASAL ROAD EAST, BOWRINGTON, HONGKONG.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from FRIDAY, 13th AUGUST to THURSDAY, 26th AUGUST, 1926, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

26th July, 1926. [3819]

PEAK TRAMWAYS COMPANY, LIMITED.

UNTIL Further Notice THE PEAK TRAMWAYS will RUN Between KENNEDY ROAD and BAKER ROAD as Per TIME TABLE Below—

SUNDAYS AND WEEK DAYS					
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
7.10	10.20	1.30	4.40	7.30	10.35
7.30	10.40	1.50	5.00	7.50	10.55
7.45	11.00	2.10	5.20	8.10	11.15
8.00	11.20	2.30	5.40	8.30	11.35
8.15	11.40	2.50	6.00	8.45	11.55
8.30	12.00	3.10	6.20	9.00	12.15
8.45	12.20	3.30	6.40	9.15	12.35
9.00	12.40	3.50	6.60	9.30	12.55
9.15	13.00	4.10	6.80	9.45	13.15
9.30	13.20	4.30	7.00	10.00	13.35
9.45	13.40	4.50	7.20	10.15	13.55
10.00	14.00	5.10	7.40	10.30	14.15
10.15	14.20	5.30	7.60	10.45	14.35
10.30	14.40	5.50	7.80	11.00	14.55
10.45	15.00	6.10	8.00	11.15	15.15
11.00	15.20	6.30	8.20	11.30	15.35
11.15	15.40	6.50	8.40	11.45	15.55
11.30	16.00	7.10	8.60	12.00	16.15
11.45	16.20	7.30	8.80	12.15	16.35
12.00	16.40	7.50	9.00	12.30	16.55
12.15	17.00	8.10	9.20	12.45	17.15
12.30	17.20	8.30	9.40	13.00	17.35
12.45	17.40	8.50	9.60	13.15	17.55
13.00	18.00	9.10	9.80	13.30	18.15
13.15	18.20	9.30	10.00	13.45	18.35
13.30	18.40	9.50	10.20	14.00	18.55
13.45	19.00	10.10	10.40	14.15	19.15
14.00	19.20	10.30	10.60	14.30	19.35
14.15	19.40	10.50	10.80	14.45	19.55
14.30	20.00	11.10	11.00	15.00	20.15
14.45	20.20	11.30	11.20	15.15	20.35
15.00	20.40	11.50	11.40	15.30	20.55
15.15	21.00	12.10	11.60	15.45	21.15
15.30	21.20	12.30	11.80	16.00	21.35
15.45	21.40	12.50	12.00	16.15	21.55
16.00	22.00	1.10	12.20	16.30	22.15
16.15	22.20	1.30	12.40	16.45	22.35
16.30	22.40	1.50	12.60	17.00	22.55
16.45	23.00	2.10	12.80	17.15	23.15
17.00	23.20	2.30	13.00	17.30	23.35
17.15	23.40	2.50	13.20	17.45	23.55
17.30	24.00	3.10	13.40	18.00	24.15
17.45	24.20	3.30	13.60	18.15	24.35
18.00	24.40	3.50	13.80	18.30	24.55
18.15	25.00	4.10	14.00	18.45	25.15
18.30	25.20	4.30	14.20	19.00	25.35
18.45	25.40	4.50	14.40	19.15	25.55
19.00	26.00	5.10	14.60	19.30	26.15
19.15	26.20	5.30	14.80	19.45	26.35
19.30	26.40	5.50	15.00	20.00	26.55
19.45	27.00	6.10	15.20	20.15	27.15
20.00	27.20	6.30	15.40	20.30	27.35
20.15	27.40	6.50	15.60	20.45	27.55
20.30	28.00	7.10	15.80	21.00	28.15
20.45	28.20	7.30	16.00	21.15	28.35
21.00	28.40	7.50	16.20	21.30	28.55
21.15	29.00	8.10	16.40	21.45	29.15
21.30	29.20	8.30	16.60	22.00	29.35
21.45	29.40	8.50	16.80	22.15	29.55
22.00	30.00	9.10	17.00	22.30	30.15
22.15	30.20	9.30	17.20	22.45	30.35
22.30	30.40	9.50	17.40	23.00	30.55
22.45	31.00	10.10	17.60	23.15	31.15
23.00	31.20	10.30	17.80	23.30	31.35
23.15	31.40	10.50	18.00	23.45	31.55
23.30	32.00	11.10	18.20	24.00	32.15
23.45	32.20	11.30	18.40	24.15	32.35
24.00	32.40	11.50	18.60	24.30	32.55
24.15	33.00	12.10	18.80	24.45	33.15
24.30	33.20	12.30	19.00	25.00	33.35
24.45	33.40	12.50	19.20	25.15	33.55
25.00	34.00	1.10	19.40	25.30	34.15
25.15	34.20	1.30	19.60	25.45	34.35
25.30	34.40	1.50	19.80	26.00	34.55
25.45	35.00	2.10	20.00	26.15	35.15
26.00	35.20	2.30	20.20	26.30	35.35
26.15	35.40	2.50	20.40	26.45	35.55
26.30	36.00	3.10	20.60	27.00	36.15
26.45	36.20	3.30	20.80	27.15	36.35
27.00	36.40	3.50	21.00	27.30	36.55
27.15	37.00	4.10	21.20	27.45	37.15
27.30	37.20	4.30	21.40	28.00	37.35
27.45	37.40	4.50	21.60	28.15	37.55
28.00	38.00	5.10	21.80	28.30	38.15
28.15	38.20	5.30	22.00	28.45	38.35
28.30	38.40	5.50	22.20	29.00	38.55
28.45	39.00	6.10	22.40	29.15	39.15
29.00	39.20	6.30	22.60	29.30	39.35
29.15	39.40	6.50	22.80	29.45	39.55
29.30	40.00	7.10	23.00	30.00	40.15
29.45	40.20	7.30	23.20	30.15	40.35
30.00	40.40	7.50	23.40	30.30	40.55
30.15	41.00	8.10	23.60	30.45	41.15
30.30	41.20	8.30	23.80	31.00	41.35
30.45	41.40	8.50	24.00	31.15	41.55
31.00	42.00	9.10	24.20	31.30	42.15
31.15	42.20	9.30	24.40	31.45	42.35
31.30	42.40	9.50	24.60	32.00	42.55
31.45	43.00	10.10	24.80	32.15	43.15
32.00	43.20	10.30	25.00	32.30	43.35
32.15	43.40	10.50	25.20	32.45	43.55
32.30	44.00	11.10	25.40	33.00	44.15
32.45	44.20	11.30	25.60	33.15	44.35
33.00	44.40	11.50	25.80	33.30	44.55
33.15	45.00	12.10	26.00	33.45	45.15
33.30	45.20	12.30	26.20	34.00	45.35
33.45	45.40	12.50	26.40	34.15	45.55
34.00	46.00	1.10	26.60	34.30	46.15
34.15	46.20	1.30	26.80	34.45	46.35
34.30	46.40	1.50	27.00	35.00	46.55
34.45	47.00	2.10	27.20	35.15	47.15
35.00	47.20	2.30	27.40	35.30	47.35
35.15	47.40	2.50	27.60	35.45	47.55
35.30	48.00	3.10	27.80	36.00	48.15
35.45	48.20	3.30	28.00	36.15	48.35
36.00	48.40	3.50	28.20	36.30	48.55
36.15	49.00	4.10	28.40	36.45	49.15
36.30	49.20	4.30	28.60	37.00	49.35
36.45	49.40	4.50	28.80	37.15	49.55
37.00	50.00	5.10	29.00	37.30	50.15
37.15	50.20	5.30	29.20	37.45	50.35
37.30	50.40	5.50	29.40	38.00	50.55
37.45	51.00	6.10	29.60	38.15	51.15
38.00	51.20	6.30	29.80	38.30	51.35
38.15	51.40	6.50	30.00	38.45	51.55
38.30	52.00	7.10	30.20	39.00	52.15
38.45	52.20	7.30	30.40	39.15	52.35
39.00	52.40	7.50	30.60	39.30	52.55
39.15	53.00	8.10	30.80	39.45	5

EMPIRE PROBLEMS.

A COMPREHENSIVE SURVEY.

MR. AMERY'S HOPES.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 29th.

In the course of a debate on Dominions' affairs in the House of Commons, Mr. Amery, Secretary for the Dominions, said that undoubtedly we should have gradually to build up a more special organization to deal with Empire problems. The Government wanted to bring the office in London into closer and more direct intercourse with the Dominions and Colonies. A great deal had been done in recent years, but we ought to go much further. He had laid it down as one of the conditions of entry into the Dominions and Colonial Office in future, that no candidate should be accepted unless he was prepared to spend, say, two years of service outside this country.

OVERSEAS SETTLEMENT.

In connection with Overseas settlement, he hoped to follow the example set by the Labour Party, which had appointed a Commission to go into the question of developing the Colonial Empire. Such a Commission would contribute freshness and would act as a stimulus for the development of trade.

Dealing with the problem of Indians in South Africa, Mr. Amery pointed out that, without any intervention on the part of the British Government, the Governments of South Africa and India had been in correspondence on this subject, as a result of which discussions would take place in South Africa at a Conference to be held at the end of the year. The whole atmosphere was now a better one because the British Government had avoided all interference. It was in the common interest of the Empire that South Africa and India should get into closer touch with each other.

IMPERIAL CONFERENCE.

Turning to the question of the Imperial Conference, Mr. Amery said that this was the one permanent inter-Imperial Conference which helped to frame the common policy of the Empire. It had grown and developed and had been modified, and undoubtedly they were bound, at each Conference, to consider how far its mechanism could be improved. Referring to the suggestion that members of Opposition parties of the various Governments should be included in the representation, he said it was an attractive idea but it did not commend itself to the Governments of the Dominions. There was a very real difficulty about it. A great part of the deliberations of these Imperial Conferences dealt with the Executive policy which was being carried on from day to day, in respect of which only the Government of the day could undertake responsibility, and on which it could not divide or share responsibility. It was, however, true that there was a great deal else that could be discussed at these Conferences which for its success depended on the co-operation of future Parliaments and in respect of which it would be valuable if one could find some method of getting general assent as well as the assent of the Government immediately responsible. Continuity characterised our foreign policy and he hoped a similar characteristic would be increasingly true of Imperial affairs. Possibly the development of the inter-Parliamentary Delegation, which was being carried out in an informal way under the auspices of the Empire Parliamentary Association, might in time meet the need of inter-Empire consultation not on a purely basis.

With regard to Empire settlement, he agreed that progress had been in many respects rather disappointing in the last two or three years. He attributed this to economic conditions. The position of the Dominions had not been that they would have been justified in welcoming a large and miscellaneous stream of assisted migrants of every kind and every branch of industry and occupation. The Dominions had not yet recovered from the war any more than ourselves. But he would certainly press at the Imperial Conference for a more elastic interpretation of some of the rules which Dominions applied to the choice of settlers.

(Continued on next column).

CIVIL AVIATION.

RECORD OF REMARKABLE GROWTH.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 29th.

The report on the progress of civil aviation for the year ending March 31st last, shows that the number of passengers carried by British air transport increased from 13,478 to 14,675. The weight of cargo transported amounted to 456 tons which is less than the previous year but an increase over any earlier year. Other flying, for hire or reward, which consists mainly of "joy-ride" flying, again showed a remarkable increase and the number of passengers carried during the year in this branch of aviation was 87,329, being the largest on record.

Cross-Channel passenger traffic has continued to increase uninterruptedly from year to year. In the year under review, the passengers carried numbered 11,183 by British aircraft and 10,391 by foreign aircraft, the British share representing 52 per cent. The value of goods imported and exported by air, by British and foreign aircraft combined, also sets a new high record. The combined imports and exports of general merchandise, reached £1,973,000 against £1,329,400 in the previous year. Bullion and specie, which are not included in this total, are being conveyed by air in rapidly increasing quantities. During the year under review the value carried totalled £11,329,000, nearly all being exports.

Lower insurance rates for air transport as compared with ordinary transport are particularly favourable to such freight as precious metals. A very satisfactory position has been attained, with regard to freedom from accidents. In the past year no accident resulting in death or injury occurred in either air transport, flying or other flying for hire by British machines. Since 1919, British air transport flying, amounting to 4,533,000 miles, has been carried out with only four accidents, causing the death of passengers.

MINERS' MISSION.

DELEGATION TO RAISE FUNDS IN AMERICA.

LONDON, July 29th.

The Miners' Executive has appointed a delegation to go to America on July 31st, to inform American Trade Unionists of the miners' case and to raise funds.

LONDON, July 30th.

The National Miners' Delegate Conference in London considered the reports from districts, particularly, the midlands, where it was declared, the drift back to work has now practically stopped, and they also discussed the memorandum of the Executive recommending the adoption of the proposals of the Bishops and Free Church leaders, providing an immediate resumption on pre-strike conditions, and a negotiation of a national settlement within four months, the disagreements existing thereafter to be referred to an arbitrator.

Mr. Cook and other leaders, however, advised the delegates that the Federation did not agree with the question of hours being referred to an arbitrator.

He did not intend to discuss the question of Imperial preference and tariffs. He held his own views and held them very strongly. He had never the slightest doubt that this problem could only be solved when we had the courage as a nation to face the issue.

MARKETING RESEARCH.

Mr. Amery mentioned that £1,000,000 a year had been voted for the development of Empire marketing. The Empire Marketing Board had been sitting weekly during the last two months and, as a result, a number of valuable lines of development had been started. Speaking of the necessity of research work, especially in connection with the carriage of Empire produce, he said that £25,000 had been voted for research in connection with cold storage at Cambridge University. On the recommendation of the Imperial Economic Committee a sum of £40,000 would be placed at the disposal of the Minister of Agriculture in this country to undertake the widest investigation in order to improve marketing methods in this country. All these matters would come up for consideration at the Imperial Conference and the efforts of the Government would be directed to helping forward generally the development of the Empire.

FRENCH TRAIN SMASH.

FOUR KILLED AND SIXTEEN INJURED.

[REUTER'S AGENCY.]

PARIS, July 30th.

The mail train, going at full speed, was derailed between Noisy le sec and Roissy. Four were killed and 16 injured.

PARIS, July 30th.

The mail train took the points at seventy-five instead of the regulation thirty-five kilometres per hour exclusively composed for mail vans.

The casualties were among postal employees.

THE FRANC.

AN IMPROVEMENT IN LONDON RATE.

LONDON, July 29th.

The closing rate for French francs today was 202½, and Belgian 192½.

LONDON, July 30th.

The French francs on London today opened at 203½ to the £.

LEAGUE OF NATIONS.

NO STATEMENT ON POLAND AND CHINA'S ATTITUDE.

LONDON, July 29th.

In the House of Commons, Mr. W. Forrester (Liberal) asked Sir Austen Chamberlain the definite attitude of Poland and China respecting their request for a permanent or non-permanent seat on the League of Nations' Council, and whether Germany had expressed any fresh views as to the condition of her admission.

The Foreign Secretary replied that it was inappropriate to make a statement on the attitude of foreign Governments towards matters still under deliberation. The answer to the last part was in the negative.

BISHOP OF LONDON.

STARTS ON A MODERN CRUSADE.

LONDON, July 29th.

Bearing a special message to the Empire churches, given him by the Archbishop of Canterbury, the Bishop of London started today on what he has described as a modern crusade to promote the work of the church and its co-operation in Empire settlement. He visits Canada, the United States, Japan, China, Malaya, Australia and Ceylon.

IMPERIAL CONFERENCE.

OPENING DATE AGREED ON.

LONDON, July 29th.

In the House of Commons, Mr. Stanley Baldwin, in a written reply, said that the result of Canada's request for a postponement, was that all Governments concerned had agreed to the Imperial Conference being opened on October 19th.

[REUTER'S AMERICAN SERVICE.]

SOCIETY SENSATION.

WEALTHY AMERICAN WIDOW CHARGED WITH MURDER.

NEW YORK, July 29th.

By reports from Somerville, New Jersey, a sensation has been created among American society by the news that Mrs. Edward Hall, the wealthy widow of the Rector of a fashionable church at St. Johns, New Brunswick, has been arrested on a charge of the murder of her husband and Mrs. Eleanor Mills, a beautiful choir singer, in September, 1922. The prisoner declares that the charge is ridiculous.

The re-opening of the case, in which a Grand Jury after investigations in 1922 took no action, is the sequel to a divorce suit by the husband of an ex-maid to Mrs. Hall, who alleged that his wife deceived him and concealed from him her relations with the dead Rector. He declares that his wife received \$5,000 for silence in connection with the murder.

U.S. HURRICANE.

DEATH OF EIGHT MEN REPORTED FROM NASSAU.

[REUTER'S AMERICAN SERVICE.]

MIAMI, July 29th.

A wireless message from the captain of the steamer *Menamar*, lying at Nassau, indicates that eight were killed during a tropical hurricane at Nassau on the 28th inst.

Damage to property was estimated at \$4,000,000.

A later message from Nassau stated that 150 were believed to have perished in the hurricane.

DAMAGE IN BAHAMAS.

NASSAU, July 30th.

In the Bahamas, Nassau bore the brunt of the hurricane. The damage is estimated at least at \$8,000,000.

Many families are homeless and beautiful drives are littered with broken glass and masses of debris. Nevertheless, the inhabitants eagerly joined in the search for the picturesque sponge fleet, consisting of some 200 small sloops and schooners, among which the most of 150 missing persons were believed to have been drowned, were sixty fishing smacks arrayed in the harbour before the storm. Only three survived.

The outer islands suffered considerably, in one instance eight rum-running boats being hurled up on the beach.

One ship was smashed to atoms. The crew having previously rowed ashore, there were no casualties.

PORTO RICO DAMAGE.

NEW YORK, July 30th.

An unconfirmed message from Porto Rico calculates that fifty per cent. of the office crop was damaged by the hurricane.

MEXICAN CATHOLICS.

WOMEN'S BOYCOTT HITS BIG SHOPS.

LABOUR CONFEDERATION SUPPORT GOVERNMENT.

NEW YORK, July 29th.

A message from Mexico City states that the boycott by Mexican Catholics, particularly women, is already operating, and the sales of one of the largest stores in Mexico City have already been reduced by 50 per cent.

MEXICO CITY, July 29th.

The division of the nation on religious lines is daily more marked. The Confederation of Labour have issued a manifesto supporting the Government, and stating they had taken steps to frustrate the threatened economic boycott.

Meanwhile, the Catholics are proceeding with plans for the formation of a League in Defence of Religious Liberty and the boycott, despite the arrest and subsequent bailing out of members of three successive organising committees.

AMERICAN DISASTER.

THREE SCHOONERS SINK OFF SAONA ISLAND.

NEW YORK, July 29th.

A message from San Domingo says that three schooners, bound for the Windward Islands, sank in a storm off Saona Island, and that 54 bodies have been washed ashore.

LIQUOR POISONING.

NEW YORK AUTHORITIES' APPEAL TO PEOPLE.

ROCHESTER, N.Y., July 29th.

Prohibition Headquarters to-day announced that a flood of poisonous liquor has reached New York, and in the course of the past few days has affected, in some cases fatally, nearly fifty people living in the Western district of New York.

Half a carload, some 4,400 gallons, of wood alcohol has been seized, but the remainder is unaccounted for.

Two men were suddenly taken ill after drinking at a local "speakeasy," which is the American term for a special kind of illicit drinking place.

Prohibition officials are appealing to the people to refrain from liquor until the present serious situation is cleared up. They urge that this is not Prohibition propaganda so much as an endeavour to save lives.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING AND CANTON.

NO RECOGNITION OF SOUTHERN GOVERNMENT AFFAIRS.

PEKING, July 30th.

The Waichiaopu have recently instructed the Charge d'Affaires in London to inform the Foreign Office that the Chinese Government does not recognise any agreement between Hongkong and Canton, except a settlement of the strike and boycott.

These instructions do not mention the proposed loan agreement as reported in the Chinese Press.

CANADA'S SCANDALS.

A CRITICAL VOTE.

GOVERNMENT'S POSITION.

OTTAWA, June 30th.

Although it was expected that the vote would be taken in the Dominion House of Commons early this morning on the conclusion of the third day's debate on the Customs Investigation Committee's report and the amendments thereto, the House again adjourned without a division, on the understanding that the vote should come before the conclusion of to-day's sitting.

Meanwhile, the Government's position is admittedly very precarious, with the possibility of a sufficient number of Progressive M.P.s deciding to vote in favour of the Conservative amendment of censure to ensure the defeat of the Government. This would involve a general election in the near future, either under the aegis of the present Administration, or under the premiership of Mr. Meighen, the Conservative leader, who would possibly be called to form a Government if Mr. Mackenzie King's Government were defeated on the present issue.

The Commons adjourned last night with the whole complex political situation shrouded in doubt and uncertainty. At the adjournment after midnight no one on either side of the House was able definitely to forecast the outcome of the vote and the subsequent developments, but while the Government side hopes to be able to weather the storm of criticism regarding the Customs Committee's disclosure, it relies on the effect of the general disinclination of many members of all groups in the House for another general election at the present time, together with the defence put up on behalf of the Administration that the smuggling and rum-running revelations were the result of force of circumstances rather than culpability for laxity, and that the remedial action already taken or promised will be adequate. Still, there is no doubt that a number of wavering Progressives may feel compelled to vote in favour of the amendment censuring the Government for its failure to check earlier abuses which developed under the regime of the former Minister of Customs.

After the defence put up by Mr. Mackenzie King at to-day's sitting, to the effect that the Government last year fully realised the importance of checking the growth of smuggling operations and had sincerely endeavoured to remedy the situation both by legislation and administrative action, the Opposition leader, Mr. Meighen, followed with a severe indictment based on the evidence submitted before the Investigation Committee. He maintained that the Government was to blame because it had not acted more promptly and because of the laxity of the former Minister of Customs, who was afterwards appointed to the Senate, and also because the present Minister, Mr. Bovin, had intervened to stay the execution of the sentence imposed on a convicted New Brunswick bootlegger on the request of the sitting Liberal member, even though the sentence was subsequently executed.

Mr. Cannon, the Solicitor-General, defended the Government's course throughout, maintaining that the Administration had been sincerely seeking to remedy the difficult conditions springing up from international "dry" conditions.

Mr. A. M. Bouillier (Alberta, Progressive), announced that he would have to vote for the Conservative censure amendment because "the present Administration has not been sufficiently careful in matters affecting the moral and material welfare of the country."

One other Albert Progressive, Mr. Lucas, yesterday announced a similar intention. The defection of five or six Progressives from the Government support means the defeat of the Administration.

TORPEDO RUM-CARRIERS.

SMUGGLER CREW CAPTURED BY A DESTROYER.

NEW YORK, June 29th.

Prohibition agents have discovered that rum-runners are using steel torpedoes to float liquor a few inches above the surface of the water, each torpedo carrying fifty gallons.

Twenty men aboard the British registered schooner *Lozie* have been captured after a running fight with the destroyer *McDougal*. A cargo estimated to be worth \$20,000 was seized.

THE HOME MAILS.

Altogether four mails from Home and Europe are due this week-end, of these one should have arrived in time for delivery yesterday. As a matter of fact, this mail and two others, not due until to-day actually did arrive in the harbour, but were too late to be landed for sorting before the Post Office closed.

The s.s. *Sinkiang* should have been here in time for delivery, but, as stated arrived too late. She brought 18 bags of mail from the United Kingdom via Siberia, and in addition Shanghai letters and papers. The s.s. *President Jackson* arrived at 7 p.m. with mail from U.S.A., Canada, Japan and Shanghai, and also five bags from Home via Siberia, and the s.s. *Canton* also came in late with Home mail via Negapatam (letters only, date London, July 1st).

All these mails will be ready for delivery and collection from private post office boxes this morning.

To-morrow the s.s. *Fook Song* is due with papers from the United Kingdom via Negapatam, of the same date as the letter mail. The s.s. *Tenyo Maru* should also arrive with mail from U.S.A., Honolulu, Japan and Shanghai.

TURKS AND THE STRAITS.

EXORBITANT DUES.

Reverting to the subject of the exorbitant dues exacted by the Turkish authorities from vessels passing in transit through the Straits, the following comparison between the dues paid for the double or return journey by a 3,000-tonner in 1914, when the Straits were not free, and in 1926, when they are supposed to be free, and in 1926, when they are supposed to be free, is illuminating. The amounts are given in sterling on the basis of 118 (silver) piastres to the £1 in 1914, and 900 (paper) piastres to the £1 at the present date.

In 1914 such a vessel would have paid total charges amounting to 256 lbs.; in 1926 it has to pay 278 lbs. The sanitary dues are virtually double what they were in 1914 (228 lbs., against 213 lbs.). The salvage service has almost quadrupled (216 lbs., as against 54 lbs.).

The arrangements for carrying out night sanitary examination at Chanak are so inadequate that Lloyd's agents at that port has made arrangements with British shipping companies to ensure night control. If the time of the vessels' arrival (during the night) is telegraphed to him, The Straits Convention maintains that there shall be complete liberty by day and night, but it will be seen that in order to obtain this entirely unnecessary examination by night ships are mulcted in rather charges.

POSTER WAR IN GERMANY.

KAISER MOUSTACHE CARICATURED.

BERLIN, June 18th.

A squad of young Socialist athletes, bare-armed and bare-legged, wearing red shorts, are to-day racing through the Berlin streets distributing leaflets as they go on the question of confiscation of Hohenzollern property.

Billsticking in Leipzig and other towns has developed into a public nuisance. Organised detachments of Red billstickers sallied forth at night under cover of darkness, armed with brush and paste-pail, and proceeded to cover the houses of sleeping citizens with flamboyant placards exhorting voters to "cut the princes off without a penny."

Detachments of Nationalists, armed with scrapers, follow the bill stickers and tear down the posters as fast as they are pasted. Violent collisions have occurred between the "stickers" and "scrapers," and the municipal authorities are now forming special flying corps of police to patrol the streets in motor-cars and stop the activities of both parties.

Ten Socialist meetings were held last night, preceded by street processions with grotesque placards and effigies. One man, wearing a uniform and a great caricature of the Kaiser's upturned moustache, and carrying a black wooden cross surmounted with a grinning death's head, created much laughter among the crowd until a police sergeant ordered him to remove the skull.

WOMAN HEAD OF A FIRM.

GREAT CATERING CONCERN REFORMED.

The death of Mrs. Louisa Catherine Thomson-Price, the chairman of Slater's Ltd., one of the largest catering firms in the world, is announced. She was appointed to the position in May last year, after having been deputy chairman of the company for nine years.

Mrs. Thomson-Price virtually revolutionised the restaurant service of the firm during the war, designed the uniforms for the waitresses, and supervised the buying. Her personality was astounding in its effect on others," said Mr. R. A. R. Field, the secretary to Messrs. Slater. "Yet she did everything with a quiet energy in which there was no trace of hurry or bustle."

"She had been ill for four months with heart trouble, and worried that she was unable to take her place in the ranks of the directors. She had the business at her finger-tips."

Mrs. Thomson-Price was also vice-chairman of a firm of fine art publishers.

TRY THE MONT BLANC BRAND PURE
CONDENSED SWEETENED MILK.

From the Cows fed on the Slopes of
the Alps—the healthiest pastures
in the world.

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FRENCH GOVERNMENT'S Springs

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In bottles, half and splits

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble

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TOKYO JAPAN

SOLE AGENTS:

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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown & Chronic Weakness.

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English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for less profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING CASH CHEMISTS.

CHURCH NOTICES.

Union Church—Kennedy Road.
Sunday Service, August 1st:—
Morning School at 10 a.m.
Morning Service at 11 a.m.:—
Hymns: 89, 437, 551 and 164.
Solo: "Nearer My God to Thee"
Mrs. Geo. Watt.
P.S.A. in Lecture Hall at 4 p.m.
Evening Service at 8 p.m.:—
Hymns: 315, 22, 495, 509 and 682.
Prayer, Morning and Evening:—
Rev. J. Kirk Macdonald.
Wednesday, August 4th, at 8.15 p.m.:—
Soldiers and Sailors' Christian Association.
Friday, August 6th, at 8.30 p.m.:—Christian
Endeavour Meeting and Social Hour.
Saturday Circle, July 31st, from 8 p.m.

First Church of Christ, Scientist,
Macdonnell Road, below Bowen Road
Tram Station.
Sunday Service, August 1st, at 11.15 a.m.:—
Subject: "Love."

Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open
Tuesday and Friday, 10 a.m. to 12 Noon;
Monday and Thursday, 8 to 7 p.m.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams
lying in the Eastern Extension, Australasia and
China Telegraph Company's office at Hong-
kong:—

NUMBER	ADDRESS	FROM
11819/19th	Kanstein Hasland Botani- care Wallem Company (retransmitted from hanghai)	Stavanger

THE NEW PAMPHLET
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Elderly, No. 2 for Blood & Skin
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BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, July to December
1925.
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"LAWN-TENNIS AND HOW TO PLAY IT."

BY

SUZANNE LENGLEN.

TOURNAMENT PLAY AND OTHER TRIFLES.

[FINAL ARTICLE.]

More and more every year lawn tennis players who have reached a decent standard are taking their holidays doing a round at the tournaments. There is no better way of improving one's game, particularly when one gets out of the habit of losing the first match in every event which one has entered. That will occur at first, almost certainly, for handicappers generally take no chances with people they don't know. But your time will come. If you keep on failing you will get a better "mark" and then will come the day, perhaps, when you walk right through one of the events.

One's first tournament is generally a nervous affair. You will probably find you are off your game and inclined to play too carefully. My advice is against a first class player go out for every shot. It is no use sending soft stuff across to him, because it will be certainly murdered. Again, you may be receiving a long start in a handicap, and it is he, and not you, who cannot afford to make mistakes. You must take risks, and take them boldly. If you get to forty-love or forty-fifteen in a game, "have a go!" If on the other hand you are behind, play carefully, lob, and trust to the other fellow making mistakes.

Matches, even world championship matches, have been won from as hopeless a position as two sets to one, five games to love, and forty-love. This is an actual fact. Nothing, as a matter of fact, is more demoralising to a player who has held a long lead, than to find it gradually, but surely decreasing. He begins to think there is some fate which is stopping him getting that one winning point.

Enter for every event you possibly can. You will sometimes find a good player who is there without a partner, and in such a case it is only fair to ask him to give you a game before you ask him to link his fortunes with yours.

"Always accept the umpire's decisions without question. He is in the best possible position to see, and is more likely to be right than you are. Even if he is wrong it is bad form to grumble. He may be wrong about the other fellow, to your advantage, next time. Things have got a way of levelling themselves up in lawn tennis. And after all, we're all human."

NEVER DALLY.

If you are even in the happy position of having things all your own way, never dally with a game. You run the very greatest risks by doing so, for there will be a general slackening, and the tightening up, which may be necessary at any moment, is a very different and more difficult matter.

People used to say that I had been taught lawn tennis by having the court marked out into little squares, and that I used to practice until I could hit every particular square. That is not true, but there is a moral in it all the same. It is a good idea to mark your opponent's court into squares, mentally of course, and to aim at these in your endeavour to get him out of position, when another square becomes the object of your play. You will find it will increase your accuracy, this idea of having a definite point to aim at; and you always should have a definite point in every single stroke you play.

In tournament play the service becomes important. If you have not a good one you will not go far because there are very few men and women in first class tournament play to-day who cannot deal right out of hand, with a weak service. Don't expect to win with your service, but you must expect, make sure, that it is not going to be killed with the first return. Again, you will never get a partner in a tournament if your service is so weak that it doesn't allow him to go to the net.

I am not very much in favour of the cut or sliced drive, but it has its use in tournaments in cramping an opponent's actions, if he is going in for heavy driving and getting them over. These shots do not lend themselves to heavy driving, and placed down the middle, they are fairly safe.

"BUGBEARS."

You are certain to run against some opponents who will be to you sort of "bugbears." You may have, and be justified in having, a better handicap than they have, but still, somehow, they manage to beat you. This is a very queer business in lawn tennis, but it can be overcome. It is not a question of their having a stronger character than you but their having a queer influence. The only way to combat it is to concentrate on your own game, while noting their little weaknesses. That they will have some is certain, and if you play on to them the position may be reversed. Never let up. Play hard all the time. Besides, it is the only way to enjoy tennis. Take care, every care, by all means, when you are practising at home. But when you are taking part in a real game at the club or better still in a tournament go all out for it, enter into the spirit of combat, and enjoy every second of it.

To win cheerfully, to lose as cheerfully, to accept every decision, no matter what one may think—in short to play in the spirit of this great game of ours—that is what makes lawn tennis worth while.

And I hope every reader will find it just as much worth while as I have done!

GIFT TO HOBBS.

HONGKONG CRICKETERS' APPRECIATION.

GOOD WISHES AND £10.

To-day at the Oval, the cricket match between Surrey and Notts, has been set aside by the Surrey County C.C. as a benefit for Hobbs. Last year Sandham (Hobbs' partner as opening batsman) should have taken a benefit, but he stood down in favour of Strudwick. This year Sandham gave priority to Hobbs, and the former will probably take his well-earned benefit next season.

Cricketers in Hongkong are interested in the event, and their appreciation of "England's greatest batsman" is high. So much so, that the Hongkong Cricket Club has sent Hobbs a telegram expressing good wishes for a bumper benefit, accompanied by a draft for £10. The cable was sent by Mr. J. D. Humphreys, the acting hon. secretary.

EVE MAY HAVE HER OWN
BATH-CLUB.THE MONEY IS READY AND THE
SITE CHOSEN.

CENTRAL LONDON SCHEME.

Imitation being the sincerest form of flattery, the Bath Club, that exclusive social and swimming shrine dedicated to Adam's superiority, will be proud perhaps to hear that Eve is contemplating a Bath Club of her own.

As yet, the scheme is not pieced together, but the money is ready and the site is within engineering reach of the Thames waters. Women's club-loving habits, allied to fat life, are they say, threatening the stately homes of England. The idea of this Bath Club is to provide physical exercise as well as social amenities in the heart of London for those women who live in service flats or hotels.

SPORTS CLUB.

The idea is a development of the newly converted St. Ermin's service flats in Westminster. A sports club is being formed for the flat residents and others, principally controlled by a group of society women.

There are 100 rooms in the St. Ermin's premises, available for the use of club members, for billiards, bridge, and dancing.

Tennis, golf, and other sport is provided at the Regent's Park Club, which ten minutes' run from Westminster.

Mr. Ernest Yates is the originator of the Ladies' Bath Club scheme, and hopes to acquire the large vacant site at the back of the St. Ermin's building. While the sports club would be open to men and women, the swimming pool is exclusively for the use of women members.

ICE SKATING RINK.

Eventually there might be added an ice skating rink and squash racket courts, perhaps polo pony stables and grounds.

"There is no doubt," said Mr. Yates to a "Star" woman, "that women are gradually surrendering to the problems of homes and servants and taking service flats or living in clubs. They have plenty of spare time for sport and require the exercise. There are a great many women interested and enthusiastic for a Ladies' Bath Club in central London."

THE AUSTRALIANS.

SURREY COLLAPSE AGAINST THE
VISITORS.

[THROUGH REUTER'S AGENCY.]

(Overnight score: Australia, 355 for seven wickets, W. M. Woodfull, 156, J. S. Ryder, 88 not out).

London, July 29th.
Heavy rain during the night delayed the resumption until 3.15 p.m., but there were ten thousand spectators present when the Australians continued.

The wicket was soft and lifeless, but Ryder played a great forcing game, driving superbly. He had scored 104 in 135 minutes when his wicket was taken, and he had hit nine fours. The Aussies declared at 4.15 p.m. with a total of 432 for nine wickets.

On a drying wicket, and against amazingly accurate bowling, Surrey collapsed. When stumps were drawn six wickets were down for only 88 runs.

Owing to heavy rain this morning the wicket was very wet. The match was not resumed, and was abandoned.

POSTAL ORDER FAMINE.

RESULT OF CROSSWORDS CRAZE.

MANCHESTER, June 30th.

So many people are going in for crossword puzzles and other newspaper competitions that in various places around Manchester there is a famine of shilling postal orders.

The Manchester Post Office has had to double its usual weekly requisition, and has discovered that even in London stocks are low.

"London could only send us yesterday half the number we asked for," said a Manchester postal official. "Normally that number would last us for three days, but the run is so heavy that our supply will probably be exhausted by to-morrow."

In Ashton-under-Lyne it was impossible to buy a shilling postal order at any of the post offices.

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HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, July 30th.

	Previous Day at 2 p.m.	On 29th at 6 a.m.	On 30th at 2 p.m.
Barometer	29.77	29.76	29.73
Temperature	86	78	87
Humidity	66	91	67
Wind Direction	8	Calm	W
Force	2	0	3
Weather	C	C	B
Rain	0.00	0.00	0.00

Highest open-air Temperature on 29th ... 87
Lowest open-air Temperature on 30th ... 77

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From July 31st to August 6th, 1926.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong Standard Time.	Height.	Days of Week	Days of Month	H'kong Standard Time.	Height.
Satur.	31	h. m. ft. in.		Sun.	1	h. m. ft. in.	
		2 35	4 8			7 38	3 0
		2 23	5 5			8 44	2 3
Sun.	1	3 28	5 0			9 13	3 0
		3 50	4 8			9 35	2 3
Mon.	2	4 24	5 4			10 11	2 0
		5 24	4 7			10 25	3 1
Tues.	3	6 19	5 4			10 34	2 2
		6 58	4 2			11 14	3 3
Wed.	4	8 12	4 1			1 33	1 7
		8 53	6 5			0 2	3 4
Thurs.	5	9 9	4 1			2 17	1 3
		9 36	8 8			0 48	3 4
		9 49	4 2			2 54	1 0

SUGAR FROM SAWDUST.

TRIUMPH OF INDUSTRIAL
CHEMISTRY.

Yet another example of the success of industrial chemistry in utilising waste material for the production of essential commodities will be furnished during the Congress of Chemists, to be held in London from July 19th to 23rd at a conference on the extraction of "Sugar from Wood." The process by which this result is obtained has already cost about a quarter of a million in research, and has recently been taken up in this country.

It has long been known that if dry sawdust be treated with very strong hydrochloric acid solution the cellulose is converted into sugars, principally glucose. At the conference an account will be given by experts of the difficulties experienced in the conversion of a laboratory process into a commercial operation. Simple though the operation would seem, there are at least five different ways of carrying the process into effect. These various modifications, slight in themselves, but vastly important in relation to the commercial development, will be described and illustrated. The necessity of carrying out the process with sawdust—the only material capable at the commencement of being used with fuming hydrochloric acid solution—rendered the cost of the plant in relation to its size commercially uneconomical, and a new material has had to be discovered for the process. It will be of interest to learn that on the hundredweight scale about 65 lbs. of sugar have been obtained from 100 lbs. of dry sawdust. In view of the fact that the world's requirements for glucose amount to two or three million tons per annum, and that of all the timber cut in the world 50 per cent. is wasted as sawdust or small wood, the value of the new process, if it can be worked out commercially, is obvious.

AUSTRALIAN COLOUR BAR.

MELBOURNE, June 25th.

Australians are unanimous in their adherence to a "White Australia" and a determination to uphold it, declared Mr. S. M. Bruce, the Premier, referring to cables from Australian delegates to the Labour Migration Conference that they had found evidence of opposition to the policy among European and Asiatic delegates.

Mr. Bruce pointed out that there was no suggestion of a slight on any race or colour, but Australia realised that the mingling of races was not in accord with her traditions and aspirations. Nothing but disaster, he said, could result from such a mixture.

CONSIGNEE NOTICES.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"JAPANESE PRINCE" having arrived from the above Port on 23rd July, 1936, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, August 8th, 1936, at 10 a.m.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th August, 1936, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNES (FAR EAST), LTD., King's Building, Telephone C. 3155.

Hongkong, 30th July, 1936. [3837]

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM ECROPE.

THE Steamship

"KNOWSLEY HALL" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th August, 1936, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 11th August, 1936, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 29th July, 1936. [3829]



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[3]

BRITISH NAVAL DOCKYARDS.

THE AUDITOR-GENERAL'S REPORT.

SHIPBUILDING PROGRAMME.

The report of the Comptroller and Auditor-General upon the dockyard expense and manufacturing accounts for the year ended March 31st, 1935, is issued as a Blue-book (14s. net). The Comptroller notes that the programme of shipbuilding appended to the Navy Estimates for 1934-35 provided for an expenditure of £13,059,019 in direct charges and £1,453,435 in establishment and incidental charges. Extra provision of £30,100 was made by a Supplementary Estimate of February 20th, 1935. As no corresponding revision was made of the shipbuilding programme, an exact comparison between expenditure and estimates cannot be established. Allowing for this Supplementary Estimate, however, the aggregate expenditure on personnel, material, and contract work in the dockyards and other establishments was £30,664 more than the estimated sum. The aggregate expenditure for 1934-35 on direct charges was £2,318,957 in excess of that for the previous year. Of the labour charges, 21.5 per cent. was expended on new construction and 78.4 per cent. on repairs, etc., as compared with 23.02 per cent. and 76.9 per cent. in the programme estimate, and with 27.8 per cent. and 72.2 per cent. respectively in 1933-34. Thus the personnel of the dockyards was employed on repair work during the year to a greater extent than was anticipated.

Dealing with the stock account, the Comptroller shows that £51,850 more was spent in reconditioning 284 gun mountings than the sum originally assigned for the probable cost. On inquiry, he was informed that, through lack of space, the mountings were left in the open for two or three years before reconditioning, and were consequently in a very bad condition, necessitating a great deal more work being done than could be estimated by examining them without taking them to pieces. The orders for reconditioning were placed to relieve unemployment during the winter of 1934, and additional cost was incurred owing to the requirement of completing the work by March, 1935. Passing to detailed accounts of ships, extra expenditure on the cruisers Effingham and Frobenius was partly caused on machinery in connection with conversion for oil burning, and return into store of coal-fired boilers. A sum of £53,390 more for submarine X.1 was "due to unsuccessful trials and to modifications to machinery being found necessary." On the other hand, £151,484 less was spent upon the cruiser-minelayer Adventure, progress being retarded owing to other more urgent requirements.

There were large sums unexpended upon the five cruisers of the Suffolk class (except the Kent), one reason being the "late placing of the order for 8in. twin mountings." The progress of the Cumberland, a Vickers, was delayed owing to a "major dispute as well." Work on the two destroyers of this programme (sanctioned during the Labour Ministry) was delayed partly by a "new design being submitted for the Amazon. For the conversion of the Furious into an aircraft carrier £225,079 more than the estimated sum was required, the work entailing much more expense than was anticipated, and many modifications being found necessary as it proceeded.

MISS CAVELL'S EXECUTION.

M. POINCARÉ'S STATEMENT.

In the course of a conversation with a representative of "Les Nouvelles Littéraires," M. Poincaré has thrown an interesting sidelight in the circumstances surrounding the death of Miss Cavell. He said that Baron von der Lancken recently sent him, but too late to be included in his book, a protest against a passage in which he attributed to Baron von der Lancken the responsibility for Miss Cavell's death, as so many other authors had already done. Baron von der Lancken wrote that on the contrary he had done all he could to obtain a commutation of the sentence. M. Poincaré admitted that he thought it strange that Baron von der Lancken had up to the present offered no protest against the assertions of a number of highly authorised persons, including Mr. Brand Whitlock, United States Minister in Brussels during the war, and had waited until now to justify himself. But as Baron von der Lancken in his letter declared that a neutral diplomat, who was accredited to Brussels at that time, had full knowledge of the role he played, and had even later informed M. Briand of it, M. Poincaré, taking this reference to indicate the Marquis de Villalobar, Spanish Ambassador to Belgium, addressed himself to him.

M. Poincaré stated that he had now received from the Marquis de Villalobar a very complete and moving account of the terrible tragedy of October, 1915, "and I owe it to truth," he added, "to say that this note is of a nature to rehabilitate Baron von der Lancken. He had urged General Sauberweig not to have Miss Cavell executed, but the General refused to listen to him. The only fault which Baron von der Lancken made was not to have dared to telephone to the Kaiser, who was at Spa, and who, it appears, regretted the execution of the death sentence, of which no one had informed him. The question which I have received from the Marquis de Villalobar is very impressive, and full of detail. It has convinced me personally that Baron von der Lancken has been calumniated."

—Zetter.

NAVAL PRIZE.

GIFTS TO DOMINIONS AND INDIA.

DISPOSAL OF VESSELS.

A British Treasury Minute, dated June 21st, in regard to gifts of Naval Prize to the Governments of the Commonwealth of Australia, the Union of South Africa, and India [Cmd. 2833] has been issued.

It is pointed out that Naval Prize is divided into Droits of Admiralty and Droits of the Crown, broadly equivalent to prize captured in harbour and at sea respectively, the first accruing to the Exchequer and the second paid to the Naval Prize Fund for distribution among the officers and men of the Fleets (including the Dominions).

Early in the war the question arose as to the disposal of vessels adjudicated in a Prize Court in a Dominion or India, but it was left over for subsequent consideration. The position in regard to the class of prize coming within the Droits of the Crown was determined by the passage of the Naval Prize Act, 1918, and in 1921 the Dominions and India were informed that His Majesty's Government were ready to arrange for the remaining matters of prize in accordance with a scheme which permitted a choice of two courses. The first of these was that the rights and liabilities arising from seizures in which the Naval Prize Fund was not concerned should attach to His Majesty's Government. The second was that the rights to prizes not adjudged to the Naval Prize Fund which were condemned in a Prize Court in a Dominion should be transferred to the Dominion or India. To the latter course were attached conditions as to certain liabilities, expenses, and claims which might arise in regard to prize proceedings, hire, earnings, or loss of ships.

The Government of New Zealand and Newfoundland replied to the effect that they were not materially concerned since no prize proceedings had taken place in these countries. Canada and South Africa elected for the first course, though the latter Dominion made a request later that a concession of four prize ships should be made to her. Australia and Canada elected to adopt the second course, and it has been accordingly proposed that an Order in Council should be issued in their favour.

The estimated value of the Australian ships according to values assessed early in the war was £571,400. The present value would be much lower. The proceeds of the cargo are £21,000. The appraised value of the Indian ships was £191,620. They have actually been sold for £112,385, and the proceeds of the cargo are about £10,000. The prize ships to be transferred to the Union of South Africa are valued at £28,000. The Minute is accompanied by schedules specifying the ships to be transferred to Australia, India, and South Africa.

A WAR HERO.

MAKES HIMSELF HAPPY.

THOUGH ARMS USELESS.

A Daily Express representative discovered in Richmond the perfect story of the havoc of war and of the courage that turns the living hell of existence with a shattered body into something pleasant to smile upon. It is a simple story at that.

Mr. G. W. Richards was a printer when the war began. He lived at Bethnal Green, and, as he said, "Thank God, I wasn't married."

He joined the 20th London Regiment. In 1917 he found himself on the Somme with his regiment, and a bullet came along to wound him in the neck. The top of his spinal cord was touched by the bullet. The use of his arms and legs went for ever, and eventually, an invalid for life, Mr. Richards was brought to Richmond to the Star and Garter Hostel for wounded soldiers.

That was at the beginning of 1918, before the new building had been erected. As he lay in bed, he found that he would be able to summon his attendant if he could only hold in his mouth a short stick long enough to push the bell at the side of his bed.

He asked for the stick, and learned how to grip it firmly between his teeth. A pencil was the next idea that came to him, and he managed to write his name and then to sketch decorative designs on pieces of paper.

He used a fountain pen next, and then some one provided him with a box of paints and a brush or two. He took to sketching designs on paper lampshades and other odd pieces of ornament. Painting the designs was the next step; selling the results of his work turned the hobby into profitable employment, and when a one-day show of the work of the men at the hostel was held, his exhibits were the talk of the visitors.

VIEW FROM THE WINDOW.

His bed is now high up on the third floor of the magnificent new building. From the window at his side, to which he is often turned, there is the wonderful view of the Thames Valley for which the King and Queen stopped their motor-car on Richmond Hill recently.

There are gadgets arranged all round his head. The old idea of ringing the bell with a stick has long been discarded. A contrivance made solely of a clothes-peg and two wires has taken its place. A tray stands always in front of him on an extending arm, and always carries an ash tray.

About the only thing I can't do," he said to me to-day with one of the pleasant smiles in all the world, "is shave myself."

He stopped a moment while I placed a cigarette in his mouth and struck a match.

"Also I can't shake hands with you," he added. "But what does it matter? I'm only forty now, and this may go on for years, though they call me 'Old Joe.' But I'm happy."

I was talking to-day to a BLOKE
About coal,—in the house,—I said "SMOKE"
And SMUTS are I find,
Buried deep in my MIND
"GO and wash,"—he replied,—And use COKE!"

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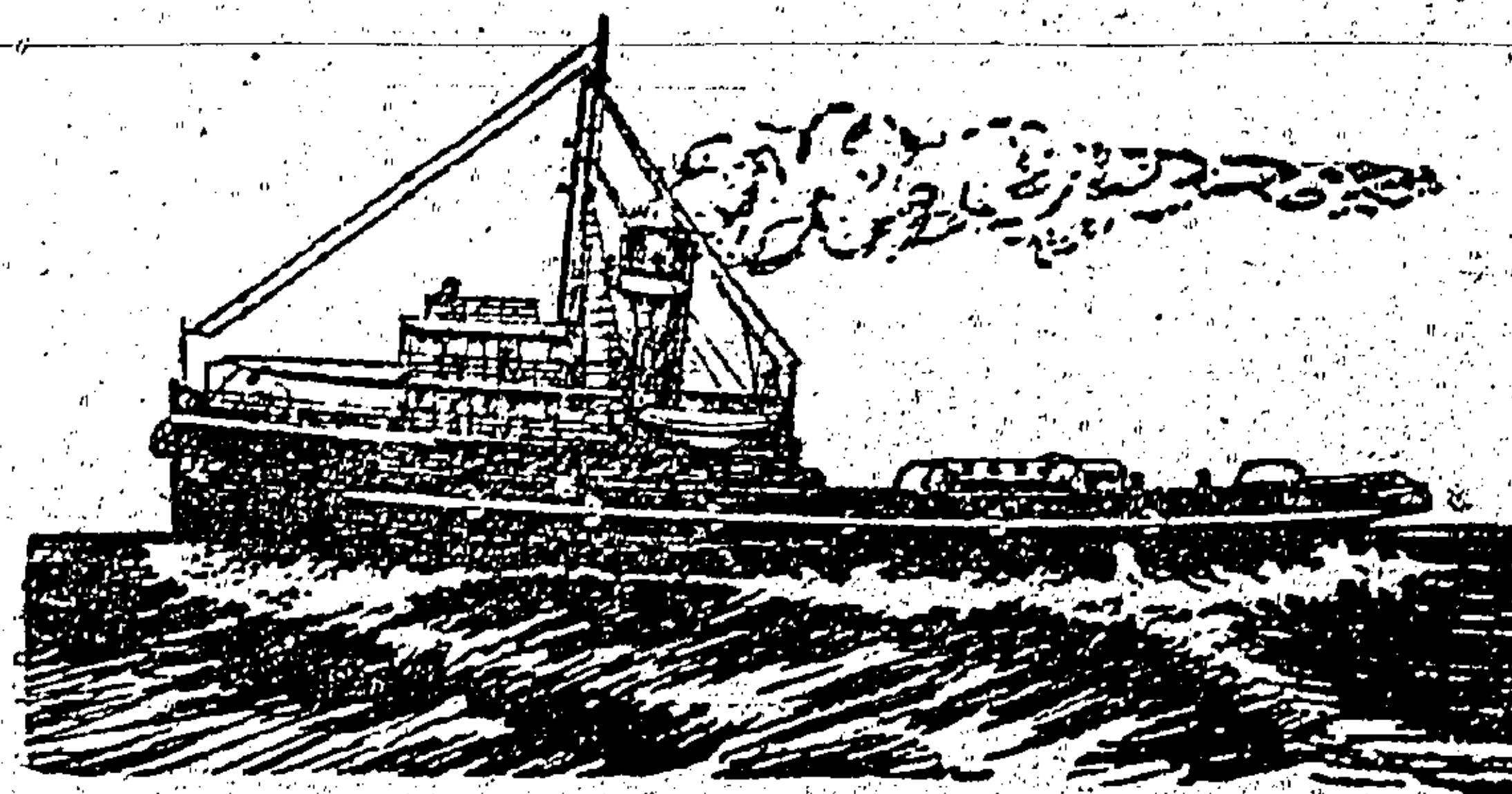
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FUNERAL YACHT.

LORD DUNRAVEN'S LAST VOYAGE TO IRELAND.

As dawn was breaking the steam yacht *Sonia* slipped out of Southampton Water on its voyage to Ireland with the remains on board of its owner, the late Lord Dunraven, the famous yachtsman, who died at the age of 85. He is to be buried at Aghare, County Limerick.

None of the late Earl's relatives was on board the *Sonia*. This luxurious yacht

cost £130,000, and was built at Southampton in 1922.

The captain, two officers and eight members of the crew travelled with the coffin which was brought down from London by motor hearse and placed on a raised platform on the yacht's deck.

There was an affecting scene when the remains were placed on board. As the attendants who accompanied the coffin from London carried it reverently across the little gangway, the captain and crew, who were lined up on the deck, stood stiffly to attention and then raised their hands to the salute.

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AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4731.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAPANESE PRINCE" ... Leave Hongkong 31st July, 1926

M.V. "CHINESE PRINCE" ... 5th Sept., 1926

For Freight and Full Particulars, apply to—

FURNESS (EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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HOLLAND EAST ASIA LINE

of the United Netherlands

Navigation Company.



Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "OOSTERK" ...	23rd August.
S.S. "OOSTERK" ...	20th September.
S.S. "SIMALOE" ...	15th October.

SAILINGS FOR EUROPE:

S.S. "GEMMA" ...	7th August.
S.S. "ZOSMA" ...	4th September.
S.S. "OOSTERK" ...	2nd October.

All Steamers have a Limited Accommodation for Passengers. For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Agents, York Building

Telephone Central No. 1674.

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**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CHYLOON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	7th Aug. Noon	Mars., Casablanca, London and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Mars., Casablanca, London.
"KALYAN"	9,144	4th Sept.	Mars., Casablanca, L'don., Antwerp & Hull.
"NAGPORE"	5,283	10th Sept.	Mars., L'don., Hamburg, B'dam. & Antwerp.
"MALWA"	10,941	18th Sept.	Marselles & London.
"KASHGAR"	9,005	2nd Oct.	Marselles, London, Antwerp & Hull.
"MOREA"	10,918	15th Oct.	Marselles and London.
"KHYBER"	9,114	30th Oct.	Marselles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marselles and London.
"KARNATA"	9,128	27th Nov.	Marselles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marselles and London.
"DEVANA"	8,097	25th Dec.	Marselles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marselles and London.
"KALYAN"	9,144	22nd Jan.	Marselles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marselles and London.
"KASHGAR"	9,005	19th Feb.	Marselles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Redifinal Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SHIRALA"	7,841	7th Aug.	Singapore, Penang and Calcutta.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,949	27th Aug.	do.
"SANTHIA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,958	27th August.	Manila, Sandatan, Thursday Island.
"ST. ALBANS"	4,500	1st Oct.	Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	15th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"NAGPORE"	5,283	4th Aug. 4 p.m.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	8th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	15th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	18th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	20th Aug.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	1st Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	3rd Sept.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"KARNATA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,958	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	16th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

**FOR
AMOY & FOOCHOW
AND RETURN**

(Occupying 8 or 10 Days)

HAINING ... Capt. W. C. Passmore ... Tuesday, 3rd August, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIHONG" and "HAIHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAIRAIR & CO.
General Managers.**CHINA NAVIGATION CO.,
LIMITED.**

SHANGHAI	"SINKIANG"	On 1st Aug.	6 a.m.
AMOY & SHANGHAI	"YINGKOW"	On 3rd Aug.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th Aug.	4 p.m.
SHANGHAI	"SOOCHOW"	On 5th Aug.	6 a.m.
AMOY & SINGAPORE	"KWANGTUNG"	On 6th Aug.	6 a.m.
BANGKOK	"KINGYUAN"	On 6th Aug.	6 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 7th Aug.	6 a.m.
SHANGHAI	"SUIYANG"	On 8th Aug.	6 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 10th Aug.	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 10th Aug.	6 a.m.
SHANGHAI	"SENNING"	On 12th Aug.	6 a.m.
HOLHOW & HAIPHONG	"TEAN"	On 12th Aug.	10 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 35.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sailing hence on or about
CHANGTE	11th August	18th August, Noon
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 36.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "CORBY CASTLE" ... Sails on or about 19th August.**LLOYD TRIESTINO.**REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUMBE).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "ROSANDRA"	...	...	...	From Hongkong.
S.S. "FIUME L"	...	...	...	5th August.
				4th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA L"	...	...	...	From Hongkong.
S.S. "ROSANDRA"	...	...	...	7th August.
S.S. "FIUME L"	...	...	...	31st August.
				30th September.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	...	...	Sails from Calcutta 31st July.
S.S. "UMVOLOSI"	...	...	...	Sails from Calcutta 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "MALVERNIAN"	...	...	...	Via Suez Canal	13th August.
S.S. "DECCALION"	...	...	...	Via Suez Canal	27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON. JARDINE MATHESON & CO., LTD., CANTON.

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